

THE
GRAND TOUR,

Or, A JOURNEY through the
NETHERLANDS, GERMANY,
ITALY *and* FRANCE.

GRAND TOUR

OF ALEXANDER BROWN

NEWBURYPORT, MASS.

1847

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Or, A JOURNEY through the
NETHERLANDS, GERMANY,
ITALY *and* FRANCE.

CONTAINING

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| I. A Description of the principal Cities and Towns, their Situation, Origin, and antient Monuments. | III. The Produce of the Countries, the Customs and Manners of the People, the different Coins, their Commerce, Manufactures, Learning, and present Government. |
| II. The public Edifices, the Seats and Palaces of the Princes and Nobility, their Libraries, Cabinets, Paintings, and Statues. | IV. An exact List of the Post-routes, and of the different Carriages by Water and Land, with their settled Prices. |

By Mr. NUGENT.

THE SECOND EDITION,
Corrected, and considerably Improved.

To which is now added,
The EUROPEAN ITINERARY.

VOLUME *the* FIRST.

L O N D O N:

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GRAND JURY

RETURNED AT THE COURT OF COMMONS
IN THE YEAR OF OUR LORD ONE THOUSAND SEVEN HUNDRED

AND SEVEN

AND SEVEN

AND SEVEN

AND SEVEN

AND SEVEN

AND SEVEN

AND SEVEN

AND SEVEN

AND SEVEN

T H E

P R E F A C E.

TRavelling, even in the remotest ages, was reckoned so useful a custom, as to be judged the only means of improving the understanding, and of acquiring a high degree of reputation. This was doubtless the opinion of the *Druids*, according to *Cæsar's* relation (*a*) ; since to attain a perfect knowledge of their mysteries, it was customary for them to make a voyage to *Britain*, from whence their institution is said to have been derived. The first civilized nations had so exalted an idea of those who had been in foreign countries, that they honoured even such as made but short voyages, with the title of philosophers and conquerors. Of this number were the *Argonauts* : such were also *Bacchus*, *Hercules*, *Ammon*, &c, mere travellers, whom the scriptures call the gods of nations. The most ancient authors distinguish such as had been abroad in the search of knowledge, by the name of sages : hence *Maximus Tyrius* takes notice, that

(*a*) *Lib. 6.*

Ulysses was honoured with this title by *Homer* (a). Agreeably to this it has been observed, that those who first distinguished themselves in the republic of letters, were all travellers, who owed their learning, name and reputation to different peregrinations. At their return, it was the usual practice with them, publicly to recite whatever they had learnt abroad, sometimes adding their own reflexions in regard to the advantages that might be derived from a knowledge of the manners, religion, and civil polity of foreign nations. Such were *Pythagoras*, *Zamolxis* of *Thrace*, *Zaleucus* of *Locris*, with other travelling philosophers and legislators. *Herodotus* takes notice (b) of *Homer*, that as soon as he had formed the plan of his poem, he thought it incumbent upon him to travel while he was yet in his youth. It has been also an observation drawn from *Hippocrates's Epidemics*, that this great physician had travelled through all parts of *Greece*, in order to make his remarks on popular distempers. The emperor *Adrian* had so great a passion for travelling, as to visit every place of which he had heard any thing remark-

(a) Πολλῶν δ' ἀνθρώπων ἶδεν ἄστεα καὶ νόον ἔγνω.

(b) Καὶ τὰ δέοντα καὶ ὅτι χώρας καὶ πόλεως θιγέσθαι ἀξίον ἦν αὐτῷ, ἕως νέος ἔστι. καὶ μὲν οἶμαι μάλιστα τῷσι προαχθῆναι, ἴσως γὰρ καὶ τὴ ποιήσει τότε ἐπευόει ἐπιθήσεται. Herod. in vit. Hom.

able (*a*); and without any vehicle, but on foot (*b*). This was carrying the curiosity of seeing distant countries even farther than that Cynic *Asclepiades* taken notice of by *Tertullian* (*c*), who made the tour of the world on the back of a cow, and lived all the while upon its milk.

It is by means of such travelling philosophers, that the sciences were first diffused through the several parts of the inhabited globe. And indeed the most antient writings either in prose or verse, are nothing more than the relations of travellers. Those who gave the first history of different countries, were generally foreigners, who, at their return to their native soil, published such accounts concerning the history of other nations, as they had learnt during their residence abroad. This may be easily proved by a multitude of examples from *Herodotus*, *Josephus*, *Eusebius*, and others: we find them quoting histories of almost every country, few of which were wrote by the natives. Those travellers did not think it beneath their care to consult stones, metals, barks of trees, and every other monument, whereby

(*a*) *Peregrinationis ita cupidus*, says *Spartian*, *ut omnia quæ legerat de locis orbis terrarum, præsens vellet addiscere.*

(*b*) *Peregrinationis adeo studiosus*, says *Bapt. Egnat.* *ut omnes ferme provincias pedibus etiam peragrans obierit.*

(*c*) *Lib. 2. ad Nat.*

they were enabled to acquaint us with many surprizing facts, of which the inhabitants themselves had lost all tradition. How many passages are there in *Homer*, *Herodotus*, *Diodorus Siculus*, *Strabo*, *Plutarch*, *Pausanias*, and others, by which we find that great part of the knowledge with which they enriched their writings and instructed posterity, was derived from inscriptions, medals, temples, palaces, statues of great men, and other public monuments?

If travelling was in such high esteem among the ancients, no wonder that the moderns should be fond of imitating their example, and that this excellent custom should so generally obtain in this learned age. It is well known that the voyages made at the latter end of the fifteenth century to both the *Indies*, raised the reputation of the kings of *Spain* and *Portugal*, under whose auspices those voyages were undertaken. And who is it that has not heard of the illustrious names of *Christopher Columbus*, *Americus Vesputius*, *Sir Francis Drake*, *Sir Walter Raleigh*, *Taverner*, *Chardin*, *Tournefort*, *Montfaucon*; not to mention in our own times *Maupertuis*, *Condamine*, *Don George Juan* and *Antony de Ulloa*, the incomparable *Mr. Dawkins*, and the great *Lord Anson*? To such noble adventurers the public is indebted for those useful discoveries which have contributed to improve the conveniencies and
elegant-

The P R E F A C E.

elegancies of life, and to render human society more happy.

Since travelling is therefore allowed to be productive of immense advantages, it cannot be at all surprizing that so many writers should have been employed in communicating the observations they made in foreign parts, in order to entertain and instruct their countrymen at home, or to direct them in their travels abroad. If among such a multitude of writings the following work should claim any small share of merit, it is what perhaps may be owing to its particular method, which seems better adapted to the real use of travellers. For how entertaining soever most other accounts may prove to sedentary readers, whose knowledge of the world extends no farther than to imaginary circles and scales, they are generally insufficient to those who want an instructor abroad, as a kind of guide and companion of their travels. On such occasion these afford but little assistance, as they give but a very imperfect description of the different roads, of the nature and price of carriages, the conveniency of accommodations, the knowledge of the several coins, with several other articles too tedious to mention. How far this objection hath been removed in the present work, and the utility as well as amusement of travellers have been consulted, will

The P R E F A C E.

best appear by the following sketch of the whole undertaking.

As some knowledge of geography is necessary to those that travel, I have therefore thought proper to begin each volume with a general description or view of the country through which we intend to steer our journey, describing its situation, extent, climate, soil, seas, rivers, and mountains. From thence I proceed to a view of the inhabitants, giving a detail of their persons, manners, customs, language, learning, arts, and religion. Next comes the commerce of the country, under which article I examine into its rise, progress, and present state; commonly adding, for the sake of such as travel for business, a list of the principal fairs, and of the chief commodities of each town and province. To this succeeds the manner of travelling, where I have taken care to insert not only my own observations during the course of many years travels, but likewise the remarks of every other valuable writer; so that here the reader may expect a good account of the several roads, and of the different carriages as well by water as by land, with their hours of setting out, and respective prices. This introductory part contains also a view of foreign coins, with their reduction to the *English* standard.

The P R E F A C E

vii

These preliminaries being settled, we enter upon our several journies, beginning with the capital of each country, and thence directing our course through the different provinces, comprehending the by-roads as well as the direct, till we have visited every place that is any way deserving of a traveller's notice. In regard to the description of the remarkable places, care hath been taken to be very exact; for which reason I have availed myself, where my own observations failed me, of the most authentic relations of approved travellers of different nations. In the first volume relating to *Holland*, there is a most ample account of the water-carriages throughout all the *United Provinces*, taken from the best authorities I could get when I was last in *Holland*. The third volume, relating to *Italy*, contains an exact list of the paintings and statues in the several palaces and churches, more copious than any perhaps yet published. The distance of places is commonly regulated by *English* miles; but as the knowledge of foreign miles is also necessary to a traveller, I have therefore prefixed to this volume an account of their several variations. The whole work is divided into four volumes; the first contains the *Netherlands*, the second *Germany*, the third *Italy*, the fourth *France*; which comprehends, if I mistake not, what is commonly called the grand tour. My original intention was to extend the same
scheme

The P R E F A C E.

scheme to the kingdoms of the north, together with *Spain* and *Portugal*; but as this would have swelled the work to a considerable length, I was advised to supersede the prosecution of my design, till I had tried how far the public would relish this essay. And now that this trial is made to my satisfaction, I am not at leisure to proceed with the scheme; nor indeed have I resolution enough to go through the drudgery of it.

In this second edition the utmost care has been taken to correct the several mistakes to which a work of this kind, at its first formation, is naturally liable. The additions and improvements are so very considerable, as to constitute near a fourth part of the whole. The descriptions of the several cities are greatly enlarged, and such alterations inserted, as the revolutions of affairs in *Europe* naturally required. In the first volume, besides the enlarging upon the trade of *Holland* in general, and that of *Amsterdam* in particular, there is a much fuller view of the *Hague* and its environs: the account of the water-carriages has been also examined and corrected. In the second volume the description of *Germany* is almost intirely new, and not so dry as the former: besides, the accounts of most of the principal cities are increased very near one third, and rendered much more accurate. Four new journies have been also added to the former, viz. one
from.

from *Hamburg* to *Riepen* in *Jutland*, another from *Hamburg* to *Kiel* in *Holstein*, another from *Munich* to *Inspruck* through *Saltzburg*, and another from *Vienna* to *Straßburg*. In the third volume the description of *Italy* is greatly enlarged and improved, as likewise that of most of the principal cities, particularly of *Florence*, *Venice*, and *Rome*. The list of the paintings and statues is also increased, and such alterations inserted, as naturally arise from the great improvements made in *Rome* during the last and present pontificate. We have also added a curious appendix containing the order to be observed in visiting the curiosities of *Rome* and *Florence*, which we borrowed from the learned *Keyßler's* travels published in *Germany*.

In the fourth volume the description of *France*, together with that of *Paris* and its environs, has assumed a more agreeable and more advantageous form, being improved with directions for making a tour to that capital. The list of paintings and statues at *Paris* and *Versailles* is much more exact than in the former edition, and increased very near one half. Several additions have been also made to the description of the principal cities in *Normandy*. The whole work concludes with a piece intirely new, the *European Itinerary*, which I fancy will be as useful as any other part of the performance: it contains the post routes throughout most countries in *Europe*, all in one view;
and

The P R E F A C E.

and the places most deserving of notice are marked in small capitals. The first and second part of this Itinerary are extremely accurate; that of *Italy* I had from a gentleman lately returned from his travels; that of *France* is the last published by the order of Monsieur *D'Argenson*. The others are the best I could get; and for that of *Germany*, in most places I can answer myself.

I have already mentioned my obligation in general to the relations of other travellers in compiling this work; the principal of which are Sir *William Temple*, Mr. *Misson*, Mr. *Addison*, Baron *Polnitz*, *Blainville*, *Montfaucon*, &c. I shall only add, that in this revisal I have been assisted in the tour of *Italy* by the late edition of the *Itinerario di Scoto*, which is brought down to the last jubilee, and greatly improved by a very judicious hand. In the tour of *Paris*, I received considerable helps from Abbé *Antonini's Memorial de Paris*: some other smaller pieces I likewise consulted upon the same occasion, and made such use of them as suited my purpose. Upon the whole I may fairly say, that I have been at a vast deal of pains in improving this performance in every part, in order to render it more worthy of the public acceptance. To add any thing further in its praise would be vain and needless: for I cannot be ignorant, that if what I offer be good for any thing, the public will know how

The P R E F A C E.

xi

how to distinguish it; and if it has no merit, my testimony will avail but little. However I should be glad to find that I have been able to contribute to the improvement of that noble and ancient custom of travelling, a custom so visibly tending to enrich the mind with knowledge, to rectify the judgment, to remove the prejudices of education, to compose the outward manners, and in a word to form the complete gentleman.

Of

Of M I L E S.

AN English mile consists of 5280 feet, or 1760 yards, 69 or 70 miles being a degree.

A German mile is the fifteenth part of a degree, or better than four English miles.

An Italian mile is 1000 paces, of five Roman feet each, which is two thirds of an inch less than the English foot, so that 76 Italian miles are near a degree.

A Danish, Swedish, and Hungarian mile makes one German mile and a half, or six English miles,

A French league is the 25th part of a degree, which is two English miles and three quarters.

A Spanish league is four Italian miles, seventeen and a half to a degree.

A Russian werst is little more than three quarters of an English mile.

T H E

THE CONTENTS.

CHAP. I.

- G**ENERAL Description of the United
Netherlands. Page 1
- SECT. I. *Of the Netherlands in general,
and the Origin of the Republic of the Seven
United Provinces.* ibid.
- SECT. II. *Description of the United
Provinces.* 7
- SECT. III. *Of the Government of the
United Provinces.* 17
- SECT. IV. *Of the Dutch trade and ma-
nufactures.* 32
- SECT. V. *Of the revenues, taxes, and
forces of the United Provinces.* 37
- SECT. VI. *Of the persons, customs, and
manners of the Dutch; as also of their re-
ligion and present state of learning.* 40
- SECT. VII. *Of the manner of travelling
in Holland, with some accounts of the dif-
ferent coins, weights and measures.* 48

CHAP.

C O N T E N T S.

C H A P. II.

General description of the Austrian and French Netherlands. 54

S E C T. I. *A short description of the several provinces of the Austrian and French Netherlands.* *ibid.*

S E C T. II. *Of the religion, government, trade, forces, and revenues of the Austrian Netherlands.* 62

C H A P. III.

Journey from Amsterdam to Rotterdam, and from thence to Flushing in Zealand. 65

C H A P. IV.

Journey from Amsterdam to Helvoetsluys, with directions from Helvoetsluys to the Hague and Rotterdam. 143

C H A P. V.

Journey from Amsterdam to Hoorn and the other towns of North Holland. 150

C H A P. VI.

Journey from Amsterdam through Friseland to Groningen, and Embden in East Friseland; with directions for travelling thro' Friseland to Hamburg. 160

C H A P. VII.

Journey from Amsterdam thro' the province of Overysel, and back again thro' the provinces of Gelderland and Utrecht. 181

C H A P.

C O N T E N T S.

C H A P. VIII.

*Journey from Amsterdam to Cleves in the
way to Cologne and Frankfort.* 193

C H A P. IX.

*Journey from Amsterdam to Antwerp and
Brussels.* 201

C H A P. X.

*Journey from Amsterdam to Boisleduc, and
other parts of Dutch Brabant.* 228

C H A P. XI.

Journey from Brussels to Cambray and Paris.
235

C H A P. XII.

*Journey from Brussels to Liege, Maeltricht,
Spaw, and Aix-la-Chapelle.* 251

C H A P. XIII.

*Journey from Brussels to Ostend, Dunkirk,
and Calais, and back again from Dunkirk
by Ipres and Oudenarde to Brussels.* 274

C H A P. XIV.

Journey from Brussels to Lisle and Arras. 295

C H A P. XV.

*Journey from Brussels to Namur and Lux-
emburg.* 308

C H A P. XVI.

*Directions to know at what time the post-wag-
gons,*

C O N T E N T S.

gons, draw-boats, passage-vessels, or sailing-boats, and market-boats, set out from Amsterdam to the principal towns in the Low Countries, according to their alphabetical order.

315

C H A P. XVII.

Directions to know at what time the post-wag-gons, coaches, draw-boats, sailing-boats, and market-boats set out from all the principal towns of the Low Countries, especially of the United Provinces, to the following towns and places; according to their alphabetical order.

334

C H A P. XVIII.

At what time the post comes into and goes out of the principal towns in the Low Countries.

367

T H E

THE GRAND TOUR.

CHAP. I.

General Description of the United Netherlands.

SECT. I.

*Of the Netherlands in general, and the
Origin of the Republic of the United
Provinces,*

THE *Netherlands*, or *Low Countries*, so called from their low situation, at the mouths of several great rivers, are divided into seventeen provinces, situated between 2 and 7 degrees of east longitude, and between 50 and 53 degrees 30 minutes of north latitude: They are bounded on the north by the *German* ocean; on the east by the circle of *Westphalia*, the bishopricks of *Triers* and *Liege*, and the duchies of *Fuliers* and *Cleve*; by *France* and *Lorrain* on the south; and by other provinces of *France* with the *British* seas on the west. Their extent, from north to south in length, that is, from the confines of *Picardy* to the mouth of the river *Ems* in *East-Friseland*, is about 300 miles; and their breadth, Their situation and extent.

B from

from east to west, that is, from *Graveline* to *Triers*, is 200 miles; but in many places they have not half that breadth.

Their ancient name and inhabitants.

These provinces were considered under the *Romans* as a part of *Gallia Belgica*, and were originally inhabited (as far as we can trace them from history) by four sorts of people, the *Catti*, who fled hither for shelter, from the district of *Hesse*; the *Batti*, or *Batavians*, who were refugees from the same part; the *Caninefates*, who spread from the north to the ocean; and the *Frisians*, who were the most ancient inhabitants of the country. Those situated south-west of the *Rhine*, were with the rest of *Gaul* subdued by *Julius Cæsar*; and afterwards the *Batavians*, that is, the *Hollanders* and *Zealanders*, submitted also to the *Romans*; yet they were in so great esteem for their bravery, as to be considered rather as allies than subjects. Since the *Batavians* or *Batti* were originally from *Hesse*, it must certainly be a mistake, to derive this word from *Βάτος*, as if they had been so denominated from inhabiting a low country. The people, who settled between the *Waal* and the *Maese*, cultivated the large plains of that district, which, in their language, they call *Awen*, and gave them their own names. Thus *Bat-awen* signified the country or plains of the *Batti*, which the *Romans* latinized under the name of *Batavia*; and this part is still called *Petaw*, which is an abbreviation of *Betawen*. In like manner, we must derive the denomination of several parts of *Germany*, such as *Han-aw*, *Hagen-aw*, *Nass-aw*, *Wetter-aw*, and several others.

Their revolutions after the fall of the Roman empire.

After the fall of the *Roman* empire, these provinces were left a prey to barbarians, such as the *Saxons*, *Danes*, and *Normans*. The *Frisians*, who had never submitted entirely to the *Romans*, made

head

head at length against these invaders; and after a long and dubious struggle, became masters of the whole country. Thus we find, that *Nordwich*, which is a town now in *Holland*, was, in 876, called *Nordwicum Frisiæ pagus*; and in 889, their territories extended as far as the *Maese*. Hence we read, in ancient writers, *Ducatum Frisiæ usque ad Mosam*. But the *Frisians* were subdued by *Pepin le Gros*, and *Charles Martel*; and their country annexed to the crown of *France*. This was the third revolution of these provinces, which continued from 733 till towards the end of the tenth century, during which time they were under the direction of *French* governors. The race of the *Carolovignians*, or descendants of *Charlemain*, being extinct towards the close of the tenth century; most of the governors or counts of the country (many of whom had been made perpetual and hereditary, under the *Frisians*, in recompence for their services, such as count *Maesland*, *Texel*, *Walcheren*) obtained from the people a kind of hereditary administration, under certain conditions, such as has been since granted to the stadtholders.

Most of these provinces were subject to the Forester of Flanders.

One of those governors of the *Low Countries* was called the *Forester of Flanders*, an office which continued in the same family for several descents, as a reward for having suppressed the robbers and banditti of the country. For this same reason *Charlemain*, or as some say, *Charles the Bold*, made *Flanders* a county, and changed the title of *Forester* into that of *Count* or *Earl*, without interrupting the succession. But what the extent of this country was, or how far the jurisdiction of the forester reached, is very uncertain. The ancient foresters subdivided the country, and parcel'd it out among their creatures and dependants. They established likewise the form of government, which their northern ancestors the *Franks* had introduced,

The GRAND TOUR.

wherever they settled, which was the erecting three states or orders, consisting of the nobility, clergy, and people, under the limited sovereignty of one person called king, prince, duke, or count. This kind of government had prevailed time immemorial in the *Low Countries*, when the *Spaniards* attempted to subvert it. Several other privileges were granted to the cities and inferior districts by their princes, such as the choice of their magistrates, civil judicature, exclusion of all foreigners from places of trust and profit, and an exemption from foreign troops, as well as from all taxes and impositions, but what were consented to by the states.

The seven-
teen provin-
ces govern'd
anciently by
as many so-
vereigns.

They fell to
the house of
Burgundy.

And after-
wards to the
house of
Austria.

The provinces which enjoyed these great privileges, were long governed separately by distinct princes, under various titles. *Brabant*, *Limburg*, *Luxemburg*, and *Gue'derland*, had each of them a duke for their sovereign; *Flanders*, *Artois*, *Hainault*, *Holland*, *Zealand*, *Namur*, and *Zutphen*, were earldoms; *Friseland*, *Mechlin*, *Utrecht*, *Overyssel*, and *Groningen*, had the title of lordships; and *Antwerp* that of a marquissate of the holy *Roman* empire. These provinces were thus divided into little principalities, after the manner of *Germany*, till at length, by intermarriages, treaties, and some victories, most of them fell to the house of *Burgundy*. Upon the death of *Charles the Bold*, the last duke of that family, who was killed in battle against the *Swiss*, in 1475, they passed from the house of *Burgundy* to that of *Austria*, by the marriage of his only daughter princess *Mary*, in 1477, to the archduke *Maximilian*, son to the emperor *Frederic III.* to whom he succeeded in 1482. By this marriage, there was only one son, *Philip I.* who married *Joan*, the daughter and heiress of *Ferdinand* and *Isabel*, king and queen of *Spain*, by whom he had two sons, *Charles* and *Ferdinand*. *Philip* dying

dying before his father the emperor *Maximilian*, *Charles* his eldest son (who was afterwards elected emperor, by the name of *Charles V.*) succeeded in 1506, in the right of his father, to the duchy of *Burgundy*, which included at that time the *Low Countries*; and afterwards to the kingdom of *Spain*, in the right of his mother, in 1516; and being elected emperor, in 1519, he constituted these provinces one of the circles of the empire, by the name of the circle of *Burgundy*.

Made part of
the circle of
Burgundy.

The emperor *Charles V.* being a native of *Flanders*, and a great and generous prince, had the happiness of being beloved by his subjects of the *Netherlands*, notwithstanding several encroachments made upon their privileges, by introducing foreign troops, and levying heavy taxes to maintain them during his reign. But his son *Philip*, to whom he left the *Low Countries* upon the abdication of his dominions, determined to retire into *Spain*, and to leave these provinces to be governed by a viceroy, and by maxims and laws entirely *Spanish*; by which unpopular measures, he lost entirely the affections of his subjects. The grievances of the people continually increasing, by seeing none but *Spaniards* taken into the prince's council, by the king's continuing the *Spanish* and *Italian* forces on foot, and insisting upon exorbitant supplies to maintain them, even after the peace with *France* was concluded; all this gave a great interruption to the prosperity of these provinces, and occasioned a general discontent. Thus the seeds of discord being sown between the prince and people, and forcible methods being taken at length by the former, to introduce the inquisition, and establish an arbitrary power, in contempt of the privileges and liberties of the provinces; this occasioned a civil war, which was carried on with great obstinacy, and various success

Causes of the
revolt of
these provin-
ces from
Spain.

Rise of the
republic of
the United
Provinces.

on both sides. At length, seven of the provinces despairing of seeing their grievances redressed, threw off the *Spanish* yoke, and assisted by the counsels of *William Prince of Orange*, who was then governor of *Holland* and *Zealand*, they formed an alliance at *Utrecht* in the year 1579, called afterwards the union of *Utrecht*, which was the foundation of the republic of the *United Provinces*. This republic, from a very inconsiderable beginning, rose to such a pitch of grandeur, as to be respected and courted by most of the princes of *Europe*; and at length was declared a free and independent state by the *Spaniards*, at the treaty of *Munster*, in 1648.

Fate of the
other pro-
vinces.

The seven provinces that revolted from the *Spaniards*, and which now form this famous republic, are those of *Holland*, *Zealand*, *Friseland*, *Groningen*, *Overysfel*, *Gelderland*, and *Utrecht*. The other ten provinces, which were reduced to the obedience of *Spain*, and continued subject to that crown, till the death of *Charles II.* (except *Artois*, part of *Flanders*, *Hainault*, and the *Cambresis*, that were conquered by the *French*, and go by the name of the *French Netherlands*) are *Brabant*, *Flanders*, *Artois*, *Hainault*, the *Cambresis*, the county of *Namur*, the dutchy of *Luxemburg*, the dutchy of *Limburg*, the marquisate of the holy empire, or *Antwerp*, and the lordship of *Mechlin*. These provinces were recovered from *France* by the allies, in the beginning of this century, and resigned to the house of *Austria*, in whose possession they remained till the death of the emperor *Charles VI.* when the *French* made themselves masters once more of this country (except *Limburg* and *Luxemburg*) but restored it again to the empress queen, at the last general peace concluded at *Aix la-Chapelle*.

S E C T. II.

Description of the United Provinces.

THE *United Netherlands* consist of the provin-
 ces of *Holland, Zealand, Friseland, Groningen,*
Overyssel, Gelderland, and Utrecht. They are
 bounded by the *German* ocean on the north and
 west; by the circle of *Westphalia* in *Germany* on
 the east; and by *Flanders, Brabant,* and the duchy
 of *Cleves* on the south; lying between 3 degrees
 20 minutes, and 7 degrees 30 minutes eastern lon-
 gitude; and between 51 degrees 35 minutes, and
 53 degrees 40 minutes northern latitude; about
 150 miles long, and as many broad, including the
Zuyder-Sea, which takes up a considerable space
 within these limits.

Description
 of the pro-
 vince of
Holland.

Of these seven provinces, the principal, and that
 which sometimes gives name to all the rest, as
Flanders does to the other ten, is that of *Holland*.
 It is situated about 100 miles east of *England*,
 bounded by the *German* sea on the north and west;
 by the *Zuyder-Sea*, which separates it from *Frisel-*
land, Overyssel, and Gelderland, on the east; and by
Zealand and Utrecht, on the south; about 100
 miles long from north to south, and scarce 30
 miles broad. The derivation of its name is vari-
 ously reported; some think it comes from the *Ger-*
man word *Holtland*, which signifies a *Woody Coun-*
try, such as this is said to have been formerly, be-
 fore the changes made in it by the inundations of
 the sea; others will have the word *Holland* to arise
 from the nature of the ground, which is so hollow,
 that it seems to shiver in many places. This pro-
 vince is commonly divided into north and south.
South-Holland, which stretches from *Zealand, Bra-*
bant,

The GRAND TOUR.

bant, and the country of *Utrecht*, as far as the dyke of *Sparendam*, is the most considerable part. *North-Holland*, which is otherwise called *West Friseland*, begins with the banks of the river *Y*, over against *Amsterdam*, and extends as far as the north sea. Tho' these two are not of a large compass, and their inhabitants cannot consequently be at any great distance from one another, yet they differ very much in their manners, garments, and way of living. The soil of *Holland* is hollow, soft and fenny, and not very fit for the plough; the country is flat and even, so that one sees neither hill nor mountain, except those little sandy hillocks, which are a barrier against the ocean. Towards the end of *October*, or in *November*, the country begins to be overspread with water, by reason of the continual rains, and the violence of winds and storms, so that in several places there is nothing to be seen but dikes, steeples, and houses, which seem to stand in the sea. This kind of inundation, far from doing a prejudice, makes the land fruitful, by drowning the insects, and fattening the meadows. At the beginning of *February* (unless it be frosty weather) they begin to drain the water, with an admirable kind of mill, which carries it all into the great canals. To prevent the mischiefs which may arise from storms and winds, in so flat a country, the inhabitants have almost every where opposed some banks to the fury of the ocean. These banks or dikes cost a vast deal of money, as well to make, as to maintain them. The most considerable are those of the *Iffel*, the *Maese*, *Sparendam*, and *Medenblik*. The ground produces all manner of fruit, in some places corn, and even wheat, but nothing in proportion to the number of the inhabitants: it produces also flax, and hemp, with which they make linen cloth and cordage. The want of arable land is made up by
a great

a great quantity of meadows, that breed a vast number of cattle, and especially cows, which yield plenty of milk. With this they make butter and cheese, which are sent into most parts of the world. This was formerly a woody country, but now it has scarce any wood at all, except towards the *Hague* and *Haerlem*. It is all one continued meadow, cut through with a thousand canals, covered either with green grass or flowers, unless it be in some places, where there is corn, that is, wheat, rye, and barley, or some pulse, or flax, hemp, or excellent roots. Instead of wood, nature has provided them with a sort of earth called *Veenen*, which being dug out of the ground, and afterwards exposed to the sun, grows hard, and is cut into almost square pieces. The air is pretty temperate, tho' cold prevails here more than heat; and winds and rains are very frequent. The lakes and canals have abundance of fish, as salmon, pikes, perches, carps, gudgeons, &c. Several travelling birds come here from the north, as geese, woodcocks, hens, partridges, lapwings, and especially ducks, whose number is almost incredible. *Holland* enjoys the greatest foreign trade of any country in the world; and in respect to strength and riches, is equal to the other six of the *United Pr vinces*. 'Tis remarkable, that tho' this country does not produce corn enough for the hundredth part of the inhabitants, yet it is justly considered as the granary of *Europe*: Tho' it has no vineyards, yet it has more wine, and more sorts of wine, than any other part of the world: Tho' it has no woods, yet there are more joiners and carpenters here than in any other part; and more ships, barks, boats, and all manner of vessels belonging to it, than to any other country in *Christendom*. In fine, tho' it has scarce any na-

The GRAND TOUR.

tive or staple commodities, or product of its own, yet they import every thing from abroad, and have as great a variety of manufactures, and merchandize, as any nation whatever. It is a magazine, or general store-house, where the product of every country is lodged, bought in very cheap, and often sold out very dear, even to the very country sometimes from whence it is brought. The principal cities of this province are in *South-Holland*, *Amsterdam*, *Haerlem*, *Rotterdam*, *Leyden*, the *Hague*, *Delft*, *Dort*, *Gertrudenberg*, *Gouda*, *Naerden*, *Williamstadt*, the *Briel*, *Helvetshuice*. The islands belonging to *South-Holland* are *Voorn*, the *Overlacke*, *Goree*, *Islemond*, *Byerland*, and *Putten*. In *North-Holland*, the chief towns are *Hoorn*, *Enckhuysen*, *Alckmaer*, *Edam*, *Monikedam*, *Medenblick*, *Purmerend*, *Beverwick*, *Wormer*, *Schermer*, *Beemster*, *Egmont*, *Petten*, *Schagen*, and *Ninckel*. The islands belonging to *North-Holland* are, the *Texel*, *Eyerlandt*, *Fielandt*, *Sche ling*, *Grind*, *Vieringen*, *Urck*, *Ens*. We shall give a description of the chief of these towns and islands, in the course of our progress through the country. The province of *Holland* bears for its arms Or, a lion gules in a garden, closed on all sides, holding in his paws a naked sword, with the point upwards, covered with a hat, with this motto, *For Liberty*.

Description
of the pro-
vince of
Zealand.

Zealand, one of the seven *United Provinces*, consists of eleven islands which lie in the mouth of the river *Scheld*, bounded on the north by the province of *Holland*, from which they are separated by a narrow channel; on the east by *Brabant*; on the south by *Flanders*, from which they are parted by one of the branches of the *Scheld*; and by the *German sea* on the west; extending thirty miles in length, reckoning from *Tholen* to the most westerly part

part of *Walcheren*, and twenty miles in breadth, viz. from the southern shore of *South-Beveland*, to the northern shore of *Schouwen*. This province is supposed by some to have received its name from the *Danes*, when they over-ran this part of the world, as resembling some islands of their own country, surrounded in like manner by the sea, and distinguished by the name of *Zealand*: but according to the most probable conjecture, it derives its name from its situation. There are seven principal islands which compose this province; four are said to belong to the western branch of the *Scheld*, and three to the eastern branch. Those of the western *Scheld* are *Walcheren*, *South-Beveland*, *North-Beveland*, and *Wolferdyke*: those of the eastern *Scheld* are *Schouwen*, *Duveland*, and *Tholen*. The chief of these islands is that of *Walcheren*, lying at the mouth of the *Scheld*, about nine miles in length, and eight in breadth, and almost of an oval figure. The principal towns of this island are *Middleburg*, the capital of the province, *Flushing*, *Tervere*, and *Amuyde*. The island of *South-Beveland* lies to the eastward of *Walcheren*, and is the largest of the province, being about fifteen miles long, and seven or eight broad; it was much larger, till part of it was destroyed by an inundation, in 1532. The only town of note in it is *Ter-Goes*. The island of *North-Beveland* lies to the northward of *Wolferdyke*; it is about five miles in length, and two in breadth, but has no town of note. The island of *Wolferdyke* lies between *North* and *South-Beveland*; it is about five miles in length, and one in breadth, and has only three or four villages. On the side of the eastern *Scheld* lies the island *Schouwen*, being fifteen miles in length, and six in breadth; the chief towns of which are *Ziricksee*, *Brouwershaven*,

The GRAND TOUR.

and *Bomene*. To the eastward of *Schouwen* lies *Duiveland*, separated from it by a very narrow stream, but has no considerable town. The island of *Tholen* is separated from *Brabant* by a very narrow channel, called *Hetflaek*; and is about six miles in length, and five in breadth, the chief town of which is *Tholen*. The land of these islands lies very low, which renders them subject to frequent inundations, whereby they are put to very great expences in repairing their dikes. The air is none of the best, by reason of the marshes; but the country is generally fruitful, abounding in good corn, and pasture grounds. The natives are a brisk sort of people, very attentive to their affairs, and expert navigators: They apply themselves chiefly to the fisheries, and other branches of foreign trade, but have scarce any manufactures of their own. The arms of this province are couped waved Or, a lion gules, fess waved argent, and azure.

Description
of the pro-
vince of
Friseland.

Friseland, one of the most northern provinces of the *United Netherlands*, is bounded by the ocean on the north; by *Groningen* and *Overyffel* on the east; by the *Zuyder-Sea* and *Overyffel* on the south; and by another part of the *Zuyder-Sea* on the west; extending about forty miles in length, from north to south, and thirty in breadth, from east to west: It is said to derive its name from the *German* word *Frisch*, which signifies alert and vigorous; or as others pretend, from the *German* word *Frey*, *Free*, the people having been always famous for their love of liberty. This was the country of the ancient *Frison*, and is said to have been formerly joining to *North-Holland* (sometimes called *West-Friseland*) from which it is now separated by the *Zuyder-Sea*, which sea was formed not many ages ago by an extraordinary inundation. *Groningen*,
with

with *East-Friseland*, or the county of *Emden* in *Germany*, was also a part of the ancient *Frisia*; and some affirm it was still of a larger extent, but the present bounds are as above described. It is divided into three districts, *Ostergo*, *Westergo*, and *Sevenwolden*. In *Ostergo*, or the north east part of it, the principal towns are *Lewarden* (the capital of the province) and *Doccum*. In *Westergo*, or the western part, the chief towns are *Franeker*, *Harlingen*, *Belfwart*, *Sneek*, *Worcum*, and *Stavern*. *Sevenwolden*, the south-east part of the country, is a barren soil, very meanly inhabited, and has only the town of *Sloten*, besides some villages. The air of *Friseland* is cold, but more healthful than that of the southern provinces. They have not much arable land (the country lying under water a great part of the winter like *Holland*) yet what there is of it, produces such a quantity of corn, that a great part is exported into the neighbouring countries. They have abundance of excellent pasture grounds, which surpass those of the other provinces; hence their horses are larger and stronger than those of other parts. Their best and almost only firing is turf, which burns as white, and gives as good a heat as wood. The cows usually bring forth two calves at a time, and ewes three lambs. The sheep are very large, have soft and long wool, and are sheared twice a year. They have no bears, wolves, nor wild boars, but have some stags, deers, and roe-bucks. The rivers and ponds are covered with swans, geese, and wild ducks; and the country may be said to abound with plenty of all manner of necessaries and conveniencies of life. The inhabitants have been always a strong, lusty, and warlike people; and are mentioned by ancient authors, under the name of *Frisii*. In the time of the first race of the kings of

The GRAND TOUR.

of *France*, they were governed by kings of their own, who were made tributaries to the crown of *France* by *Pepin* and *Charles Martel* his son. After a series of different revolutions, they fell at length to the emper *Charles V.* and after his death, joined against his son *Philip*, in the union of *Utrecht*. The nobility and gentry are martially inclined, and avoid marrying into the families of merchants and mechanics; they seem likewise to delight in equipage and show. The arms of *Friseland* are azure seme, with billets couched Or, two leopards the same.

Description
of the pro-
vince of
Groningen.

Groningen, one of the seven *United Provinces*, including the *Omlands* or circumjacent country, is bounded by the *German* ocean on the north; by the river *Ems*, and the *Dollart* bay, which separates it from *Emdden*, or *East-Friseland*, on the east; by the province of *Overyffel* on the south; and by the province of *Friseland* towards the west. It extends upwards of thirty miles in length, from east to west, and twenty miles in breadth, from north to south; and is usually divided into *Groningen* proper, and the *Omlands*. In the former, the chief towns are *Groningen* and *Winscho'en*; and in the *Omlands*, *Appingadam* or *Dam*. This province is, strictly speaking, included in *Friseland*, yet is now a separate state, and has its peculiar jurisdiction and laws. It is a small country, but very populous, containing a great many good villages, which breed a large quantity of cattle. The country is full of canals, which enrich the land with excellent pasture. The air is sharp, but more healthful than that of the southern provinces. Its arms are Or, a spread eagle sable diademed with gules, a scutcheon on the breast fess argent.

Overyffel, one of the *United Provinces*, so named from its situation beyond the river *Iffel*, is bound-
ed

ed by *Groningen* and *Friseland* on the north ; by the bishopric of *Munster* in *Germany* on the east ; by *Gelderland* and *Zutphen* on the south ; and by the *Zuyder-Sea* and *Friseland* on the west. It extends near sixty miles in length, from north to south, and forty in breadth, from east to west. This province is divided into three jurisdictions, viz. *Iseland* or *Salland*, *Twente*, and *Drente*. *Iseland* lies about the river *Iffel* ; its chief towns are *Deventer*, *Zwoll*, *Campen*, and *Hasselt*. *Twente* lies to the eastward of *Salland*, on the confines of *Munster* ; the chief towns are *Oldenzael*, *Otmersson*, and *Enschede*, all places of no note. *Drent* is the most northern part of *Overijssel* ; its chief towns are *Coverden*, *Meppel*, *Vollenhove*, *Steenwick*, *Swarte-Sluice*, and *Blockzyl*. This whole country is low and marshy, but produces a good quantity of corn. It was formerly a dependance of the bishopric of *Utrecht*, before *Henry* of *Bavaria*, bishop of that see, transferred the sovereignty of it to the emperor *Charles V.* The arms of this province are Or, a lion gules.

Gelderland was formerly divided into *Dutch Gelderland*, and *Spanish Gelderland* ; but by the treaty of *Utrecht*, *Spanish Gelderland* was divided between the Emperor, the Dutch, and the king of *Prussia*. *Dutch Gelderland*, of which the county of *Zutphen* is considered as a part, is one of the *United Provinces*, bounded by the *Zuyder-Sea*, and the province of *Overijssel*, on the north ; by the bishopric of *Munster* on the east ; by *Brabant* and *Prussian Gelderland* on the south ; and by the provinces of *Holland* and *Utrecht* on the west ; extending about sixty miles in length, from north to south, and near fifty miles in breadth from east to west. It is divided into three districts, the *Veluwe*, the *Betuwe* or *Betawe*, antiently *Batavia*, and the county of *Zutphen*.

Description
of the province of
Overijssel.

Description
of the province of *Gelderland*.

The GRAND TOUR.

Zutphen. The *Veluwe* is the northern part of this province, situated between the *Zuyder-Sea*, the *Iffel*, and the *Rhine*; the principal towns are *Arnhem*, *Wageninge*, *Harderwick*, *Hattem*, and *Elberg*. The *Betuwe* is almost surrounded by the rivers *Rhine*, *Leek*, *Maese*, and *Meruwe*: The principal towns are *Nimeguen*, *Tiel*, *Schenckenschans*, *Bommel*, *Buren*, and *Cuylenburg*. The county of *Zutphen* is bounded by the province of *Overijssel* on the north; by the river *Iffel*, which separates it from the *Veluwe*, towards the west; by the duchy of *Cleve* on the south; and by the bishoprick of *Munster* on the east. It extends about thirty miles in length, from east to west, and twenty four in breadth, from north to south; the principal towns are *Zutphen*, *Dosburg*, *Groll* and *Brevoort*. The air of *Dutch Ge'derland* is much better than that of the maritime provinces, great part of the country being a gravelly soil, and heath ground, rising gradually into hills, especially the *Veluwe*. This part of the province is famous for its paper manufacture: in the year 1750, the number of paper-mills consisted of above one hundred and fifty, which delivered every year about one hundred and fifty thousand reams; a great number of which is made use of in the seven provinces, and the rest sent to *England*, and other places. The arms of this province are party azure, a lion crowned Or, with the lines drawn to front *Juliers*, which is party Or, a lion crowned sable.

Description
of the pro-
vince of
Utrecht,

Utrecht, one of the *United Provinces*, is bounded by the *Zuyder-Sea*, and part of *Holland*, on the north; by *Gelderland* on the east and south; and by another part of *Holland* on the west; being about twenty-five miles long, and as many broad. The chief towns are *Utrecht*, *Amersfort*, *Wyck de Duerstede*, *Rbenen*, *Montfort*. This is one of the
most

most pleasant and most healthful provinces of the *United Netherlands*; for here they may be said to tread upon firm ground, whereas the maritime provinces are almost all marsh and bog, made habitable by incredible labour and expence.

S E C T. III.

Of the Government of the United Provinces.

THE *United Provinces* are a confederacy of Government of the United Provinces, many independent states: each province is not only sovereign and independent of any other power, but moreover contains several cities independent of each other, which are not bound by the decrees or acts of the states of the province, until such acts are ratified by every city that sends deputies or representatives to the provincial assembly. As the states-general can neither make war nor peace, nor enter into new alliances, nor raise money, without the consent of every province; so the states provincial have it not in their power to determine these things, without the consent of every city, which, by the constitution of the province, has a voice in the assembly. 'Tis true, in some civil causes, there lies an appeal from the courts of justice in cities, to the provincial court of justice; but in criminal matters there is no appeal. Nor can the states of the province exercise any jurisdiction, punish an offender, pardon an offence, or execute any general law, within any of the cities of the province, but by the courts and officers of the places where it is to be put in execution. The form of government, in most of the provinces and cities, being pretty near the same, I shall only give
a short

a short account of that of *Holland*; which, in respect to trade and riches, is equal to all the rest.

Government
of the pro-
vince of
Holland.

The states of *Holland* are composed of the deputies or representatives of the nobility, and of eighteen cities or great towns, making in all nineteen voices, of which the nobility have only the first, and the cities eighteen, according to the number of those which are called *stemms*; the other cities and towns of the province having no voice in the states. These cities were originally but six, *viz. Dort, Haerlem, Delft, Leyden, Amsterdam, and Tergow*: But their first stadtholder, *William* prince of *Orange*, added twelve more, namely, *Rotterdam, Gorcum, Schiedam, Schonehoven, Briel, Alcaer, Hoorn, Enckhuysen, Edam, Monnickedam, Medenblick, and Purmerend*. This makes a great inequality in the government of the province, such a small city as *Purmerend* having an equal voice in the provincial states with *Amsterdam*, which pays perhaps half of all the charges of the province. There seems to be the same inequality likewise in the states-general, so small a province as *Overysfel* having an equal voice in the states-general with that of *Holland*, which contributes more than half to the general charge of the union. But this was by some writers interpreted to be done by prince *William's* authority, to lessen that of the nobles, and to balance that of the greater cities by the voices of the smaller, which were much easier to be gained. The nobility, who are not numerous in *Holland*, are represented in the states of the province by eight or nine of their own number; who, as deputies from their body, have a seat in the states provincial, and who, when one of them dies, chuse another to succeed him. Tho' they have altogether but one voice, equal to the smallest of the above-mentioned towns; yet they have great weight in the government, by possessing
many

many of the best employments both civil and military; by having the direction of all the ecclesiastical revenue that was seized by the state upon the change of religion; by sending their deputies to all the councils both of the generality and of the province; and by the nomination of one counsellor in the two great courts of justice. They have the first vote in the assembly of the states, by which means they influence in a great measure the cities which give their votes after them. The pensioner of *Holland*, who sits with the nobility, delivers their vote, and assists at all their deliberations previous to the general-assembly. He is properly but minister or servant of the province, and therefore his place or rank is behind all the deputies: but he has always great credit, because he is seldom removed; tho' by right he ought to be chosen or removed every fifth year. It is his office States of the province. to propose all matters to be debated by the states, to collect their opinions, and digest their resolutions; and he is always appointed one of their deputies, or representatives to the states-general. The representatives of the cities are elected out of the magistracy and senate of each town; and their number is pursuant to the pleasure of those they represent. They have all but one voice, and have a salary from the places which send them; one of the burgomasters and the pensioner are usually of the number.

The states of *Holland* generally assemble at the *Hague* four times a year, viz. in *February*, *June*, *September*, and *November*. In their three first sessions, they provide for filling up the vacant places, for renewing the farms of the several taxes, and for other affairs concerning the general good of the province, or the particular disputes between the towns; but in *November* they meet, chiefly to give their consent to the charge which falls to the share

of

The GRAND TOUR.

The council
of state of
the province.

of their province the following year, pursuant to what has been agreed in the assembly of the states-general, as necessary for the support of the state or union. On extraordinary occasions, they are called together by the *Gecommetteerde Raeden*, or council of state of the province, composed of one deputy on the part of the nobles, one from each of the great towns, and one from three of the smaller towns, each of these chusing a representative by turns. This council resides always at the *Hague*, and proposes to the states of the province the matters proper for their deliberation; and executes their resolutions. One negative voice, in the assembly of the states of the province, hinders their coming to a resolution; but as they are generally actuated by the public good, and seldom have any private interest or view, they are pretty unanimous; the smaller party, after a few debates, joining with the majority. When the deputies of the states agree in opinion, they send some of their number to their respective towns, proposing the affair and the reasons alledged, and desiring orders for them to conclude, which seldom fails, if the necessity or utility be evident. If the matter be more intricate, or suffers delay, the states adjourn for such a time as admits of the return of all the deputies to their towns, where their interest and influence, and the impressions of the debates in their provincial assemblies, renders the consent of the cities easier to obtain.

The chamber
of accounts of
Holland.

There is also a chamber of accounts, which manages the general revenues of the province. Besides this trust, they have the absolute disposal of the demean lands, which formerly, as 'tis supposed, belonged to the earl, without giving any account to the states of the province; only at times, either upon usual intervals, or upon a necessity of money, the states call upon them for a subsidy of
two

The provinces of *Holland* and *Zealand*, as they ^{Courts of} used formerly to have one governor in the time of ^{justice.} the houses of *Burgundy* and *Austria*, so they long have had one common judicature, which is exercised by two courts of justice, each of them common to both provinces. The first is composed of twelve counsellors or judges, viz. nine of *Holland*, and three of *Zealand*. This court judges finally in all criminal cases; but in civil, there is an appeal to the other court, which is called the *high council*; from whence there lies no appeal, but by petition to the states of the province for a revision; whereupon, if the states think proper, they grant a commission to some syndicks, or recorders of towns, who being added to the judges of the two former courts, revise, and finally determine the affair. And this method of proceeding seems to have been instituted by way of supply or imitation of the chamber of *Mechlin*, to which before the revolt of the provinces, there lay an appeal by way of revision, from all or most of the provincial courts of justice, as there still does in the *Austrian Netherlands*. This is the form of government in the province of *Holland*; which, as we have already observed, is almost the same in the other provinces. The principal difference is in those of *Friesland* and *Groningen*, where the states of the province are chosen by freeholders, or persons possessed of

Governme
of the pro
vince of
Friesland,
of

The GRAND TOUR.

of a certain portion of land. They deliberate likewise, and conclude all matters relating to the government of the province, without having recourse to those that elected them; or requiring their instructions or consent to any affair whatsoever. And finally, they determine all civil causes, which come before them by way of appeal; and all criminal causes at the first instance, there being no other criminal jurisdiction in the province.

Thus far as to what regards the government of the several provinces; we shall proceed now to inquire into the constitution of the *states-general*.

Assembly of
the states-
general.

This illustrious assembly is composed of the members sent by each province, which have their rank, title, and usual number of deputies, as follows:

- | | | | |
|--|---|---|----------|
| 1. The dutchy of <i>Gelderland</i> sends | 6 | } | members. |
| 2. The earldom of <i>Holland</i> - - | 4 | | |
| 3. - - - - - of <i>Zealand</i> - - | 4 | | |
| 4. The lordships of <i>Utrecht</i> - - | 4 | | |
| 5. - - - - - of <i>Friesland</i> - - | 5 | | |
| 6. - - - - - of <i>Overijssel</i> - - | 5 | | |
| 7. - - - - - of <i>Groningen</i> - - | 6 | | |

They used to be convened at first on extraordinary occasions by the council of state; but this was very seldom, because, as the assembly usually consisted of eight hundred, it occasioned their debates to be long and confused, and their resolutions too slow. In their absence, the council of state acted in their stead, executed their resolutions, and summoned a new assembly of the states, when they thought proper. Thus it was, till the Earl of *Leicester* resigned the government of these provinces, when they resolved, that the provincial states, by their constant respective representatives, should continue their assemblies, under the name of the *states-general*. This representative of the seven provinces, called the *states-general*, sits now generally

generally at the *Hague*, makes war and peace, enters into alliances, sends and receives ambassadors, and exercises other acts of sovereignty.

Subordinate to this representative of the states, now called the states-general, are the council of state, the admiralty, and the treasury; all which very nearly resemble the several councils established, when these provinces were subject to their different princes, or united under the house of *Austria*. The members of these councils are appointed or changed by the said provinces, according to their respective customs; but this makes very little difference, because all the deputies of one province, how many soever, have but a single vote. The custom of the provinces differ likewise in regard to the continuance of their respective deputies in the said councils, some deputing them for a year, two, three, or more; and others for life.

The province of *Holland* sends to the states-general one of their nobility, who is perpetual, two deputies chosen by the eight chief towns, one chosen by *North-Holland*, two out of their provincial council of state, and their pensioner. No stadtholder, governor, or military officer is allowed to vote in the assembly of the states-general. Each province, in order to maintain its sovereignty and equality, takes its turn to appoint a president of this assembly, who is chosen from among the deputies, and is changed once a week. He sits in an armed chair, at the middle of a long table, which holds the number of the above members. At the upper end stands a fine elbow-chair, distinguished from the rest, for the use of the prince of *Orange*, who is very often admitted into this assembly. The greffier or secretary sits at the lower end of the table: he proposes all matters in the assembly, collects the votes, and forms the conclusion. In ordinary cases, things are carried by a majority; but

Other subordinate councils.

Manner of proceeding in the assembly of the states-general.

The GRAND TOUR.

but if the point in debate relates to peace or war, to foreign alliances, to levying or coining money, or regards the privileges of any province; then every province must concur, and a plurality of votes is of no weight: for it is to be observed, that the council of the states-general is not really sovereign (as most strangers think) but only represents the sovereignty. Wherefore, on all these important points, the states of every province are consulted, and their consent obtained, before any thing is absolutely determined: and even in matters decided by a majority, they frequently consult the council of state. The members who should presume to act any thing of importance upon their own authority, would most certainly lose their heads (a).

The ambassadors at their first public audience are received in this illustrious assembly, where they are placed at the middle of the table, over against the president. The same honour is shewn them, when they take their leave of the states to return to their own country; on which occasion the states make the ambassador a present of a gold chain with a medal, and another of a less size to his secretary.

(a) Sir *William Temple* observes, that this fundamental article was never broke thro', except when he himself prevailed on the states-general (for the preservation of *Flanders*, at that time invaded by *France*) to conclude three treaties in five days, without having recourse to the provinces, which must have likewise consulted their several cities, &c. Sir *William*, however, owns, that the state-general endangered their heads by this step, had the provinces disapproved of it; but being unanimous, and knowing that the interest of their country required it, they ventured upon the resolution, for which they were thanked by every province, having thereby changed the face of affairs in *Europe*, and for that time disappointed the *French* king's measures.

This

This council of state consists also of the representatives of the several provinces; the province of *Holland* sends three, the provinces of *Gelderland*, *Zealand*, and *Utrecht*, two apiece, and the provinces of *Friseland*, *Groningen*, and *Overysfel*, each of them one. Thus the council of state for the whole republic of the *United Provinces*, always consists of twelve members. They do not vote here by provinces, as in the assembly of the states-general, but by personal voices: and every deputy presides by turns. The stadtholder, or governor of the *United Provinces*, who is always president, has a decisive voice in this assembly. The treasurer-general has likewise a seat here, and may give his opinion, but has no vote, tho' his place be for life. This council of state executes the resolution of the states-general, proposes the number of troops requisite for the ensuing year, the method of raising them, and of levying money for the exigencies of the government. It likewise superintends the militia, the fortifications, and the contributions levied on the enemy in time of war, as also the revenues and government of the conquered places acquired since the union, which being subdued by the common arms of the state, are called the country of the *generality*, and depend on the states-general, not on any particular province. At the end of every year, this council presents to the states-general a state of the expences they apprehend necessary for the year ensuing, desiring them to demand of the states provincial their respective proportions, which are as follow, viz. in every 100*l.* sterling, each province raises the following sum.

C

Gelderland

The GRAND TOUR.

					<i>l.</i>	<i>s.</i>	<i>d.</i>
<i>Gelderland</i>	—	—	—	—	5	12	8 $\frac{3}{4}$
<i>Holland</i>	—	—	—	—	58	6	3 $\frac{1}{2}$
<i>Zealand</i>	—	—	—	—	9	3	7 $\frac{1}{4}$
<i>Utrecht</i>	—	—	—	—	5	16	6
<i>Friesland</i>	—	—	—	—	11	13	1
<i>Overyssel</i>	—	—	—	—	3	11	3 $\frac{1}{2}$
<i>Groningen and the Omlands.</i>	—	—	—	—	5	16	6

This petition, as it is called, is made to the states-general in the name of the governor and council of state, who dispose of all sums of money destined for all extraordinary affairs, and issue out orders for the whole expence of the state upon the resolution first taken, in the main, by the states-general. The orders must be signed by three deputies of several provinces, as well as by the treasurer-general, and registered in the chamber of accounts, before the receiver-general pays them; which is then done without any difficulty, charge, or delay.

Chamber of
accounts.

The chamber of accounts was erected about sixty years ago, to take part of the trouble from the council of state. Their business is to examine and state all accounts of the several receivers, to controul and register the order of the council of state, which disposes of the revenue. This chamber is composed of two deputies from each province, who are changed every three years.

Court of ad-
miralty.

The next great office is the court of admiralty, which after the states-general have determined, by the advice of the council of state, the number and force of the fleet to be fitted out, have the absolute disposal of all marine affairs, as well in the choice and equipment of the several ships, as in issuing the money allotted for that service. This office is sub-divided into five lesser courts, three of which are in *Holland*, viz. one at *Amsterdam*, a second at *Rotterdam*, and the third at *Hoorn*, the fourth

at

at *Middleburgh* in *Zealand*, and the fifth at *Harlingen* in *Friesland*. Each of these courts is composed of seven deputies, viz. four of the province where the court is, and three named by the other provinces: the admiral, or in his absence, the vice-admiral, has a seat in all these courts; and presides when he is upon the place. They have the cognizance of all crimes committed at sea, and of all frauds and neglects in the payment or collection of the customs, which are always applied to the use of the admiralty, and to no other purpose. But this being insufficient in time of war, the deficiency is supplied by the states from other funds. When the number and magnitude of the ships are appointed for any expedition are agreed on by the states-general, and orders issued for their equipment by the council of state, every particular college, or court of admiralty, furnishes its stated proportion. The captains, and superior officers of each squadron, are appointed by the respective courts or colleges which fit them out. The salaries of all the great officers of the state are very small; and particularly that of the vice-admiral, which does not amount to above 500*l.* a year.

After inquiring into the government of the several provinces, and the high court which represents the states general, as also into the council of state, chamber of accounts, and courts of admiralty, the next thing to describe is the government of their principal cities and great towns. But for this we refer the reader to the description of *Amsterdam*, in chap. 3. where this article is sufficiently treated, the civil policy of most of their towns being pretty near alike. There remains nothing more at present, but to give some account of the chief ministers of state, who are the stadtholder, the greffier, and the raadpensionarius.

Office and
power of the
stadtholder.

The princes of *Orange* have, from the commencement of the union of the seven provinces, borne a great share in the government of the republic in general, as well as of the particular cities and sovereignties, of which this state is composed. These princes had a most essential part in the first frame of the republic, and in all its fortunes, during the whole growth and progress of the state. Prince *William I.* of *Nassau*, was governor of *Holland* and *Zealand*, in the time of *Charles V.* and his son *Philip*; and by his wisdom, and other great qualities, acquired a high esteem with the other provinces, as well as with these, who upon their revolt from *Spain*, readily appointed him their governor and stadtholder. At the same time all the powers and rights of *William* prince of *Orange*, as governor of the provinces, were carefully reserved to him; but those which were inherent in the sovereign, devolved on the assembly of the states-general, namely, the power of making peace and war, foreign alliances, and the coinage of money. The prince, as admiral and captain-general, had the command of all their forces by sea and land, and thereby the disposal of all military commands. He had also the power of pardoning criminals, as well as that of choosing magistrates, upon the nomination of certain candidates in the towns, who presented three to the prince, out of which he elected one. He did not come into the assembly of the states-general, unless he was desired to give his advice in some perplexing affairs; but he came into the council of state, and gave his voice, when they debated concerning military matters. He was chief justice and curator of the university of *Leyden*, into which it was not allowed to introduce new laws without his consent. The soldiers were obliged to take an oath of fidelity to him, as well as to the states, but after them, and without any power of raising men
but

but by their order. As their high-mightinesses represented the sovereignty, the princes of *Orange* represented the dignity of the state by their guards and retinue. Thus it continued, till the death of the late king *William's* father, when the province of *Holland* influenced the rest so as to suppress the office of stadtholder, sharing the authority of the prince among the several magistrates of the state. The cities particularly assumed the power of appointing their own magistrates; the states of the provinces the disposal of all military commands in the troops they paid; and the states-general the command of the armies, by generals of their own appointment. No power was left of pardoning criminals, nor any single person to represent the dignity of the state. This form of government was supported near twenty years by the great authority and riches of the province of *Holland*, till the exigencies of the state in 1672 obliged them to revive the office of stadtholder in the late king *William*. After his death it was suspended for near fifty years, so as to be almost forgot, when the public calamities obliged the people in the year 1747 to have recourse to the same expedient as their ancestors, and to raise to this great office *William IV.* a prince descended from a family, to which they are indebted for their liberties, and for the very existence of their republic. On this illustrious prince the states conferred all the power of his predecessors, and even rendered the stadtholdership hereditary in his family: but unluckily for the republic he died in the year 1751, leaving the regency to the princess, till the young prince comes of age.

The greffier or secretary of the states-general has Office of the a seat in their assembly, as we have already observed, at the lower end of the table. He reads the prayer with which all the assemblies are opened; greffier.

The GRAND TOUR.

he stands behind the president when he reads the letters, requests, petitions, &c. and registers all the resolutions taken by the states-general. He writes letters and instructions to all ambassadors, all placarts, orders, &c. given by the states, which are sealed by him and sent to the places for which they are designed. There are two under secretaries, besides several clerks, who are all sworn to secrecy, as also the printer and corrector. In the absence of the greffier, the first secretary under him officiates in his place. This office has for many years been filled by a family very much beloved by the people. The present greffier is one of the principal ornaments, and best heads of the republic. He is an encourager of learned men; and the press considers him as one of its chief supports, as he is sure to have every thing of merit which it produces. He has a very noble library, fine paintings, and a cabinet of the most valuable curiosities, ancient and modern, which he takes a pleasure in shewing to the curious stranger.

Office of
raadpension-
narius,

The office of raadpensionarius, or counsellor of state, is the first employment in the province of *Holland*, and seems to exceed that of prime minister of state in other governments. He not only does the duties of minister, but assists in all the sovereign councils of the republic: he is director and particular minister of the college of the nobles, and often their interpreter; he is the orator of the state, and in a word the *primum mobile* and soul of the republic. But to be better acquainted with the nature of this weighty office, I think it will be proper to give a short abridgment of his last instruction made in 1737.

He must be a man of a good character and of the reformed religion, versed in the laws and in politics, and master of at least three languages, *Latin*,
Dutch,

Dutch, and French. His business is to take particular care that the rights and ceremonies of the states of *Holland* be kept sound and unviolated, and that the laws and resolutions be published according to the orders of the states. If there arise any difficulties in the assembly of the states-general, and he thinks it worth while to acquaint the states of *Holland*, he is obliged to give notice, to hear their opinions, receive and execute their orders. If they are not all of one sentiment, he must endeavour to bring them over to that which he thinks most conducive to the public good. He is speaker of the states of *Holland* in all their assemblies; he preserves a register of all resolutions, which he is obliged to keep secret: he proposes all matters of consequence, on which occasion he first desires the deputies in a civil manner, tho' publicly, to be short and clear in their demands or propositions. In order to dispatch business, he keeps a correspondence with the ministers sent by the states to foreign countries, whom he instructs of whatever he thinks proper: he likewise receives letters of foreign ministers, and all their requests and petitions, which he communicates to the states at their first meeting. Besides this employment, he can have no other but what the states give him; he is not to take any presents, or lye out of the *Hague*, much less to go out of the country, without leave of the states; and in case he quit his employment, he can serve no other province, but with their consent. Every five years this employment is voted for; and in case the majority agree to it, he is continued; but he renews his oath of keeping the instructions given him by the states.

To conclude this subject of government, every town is sovereign by virtue of the union and alliance which they have made among themselves. The particular states represent this sovereignty,

Remarks on
the form of
government
of the Dutch
republic.

and the states-general that of the union. The towns and the nobility are the members which compose the states of every province; and the provinces are the members which compose the powerful body of the commonwealth. The people have nothing at all to do in the government; for in the cities of *Holland*, which are equivalent in power and riches to all the rest, the legislative authority is lodged in a senate (as we shall see when we come to treat of the magistrates of *Amsterdam*) composed of twenty or thirty persons, or thereabouts, who continue in that capacity for life; and when one of them dies, the rest make choice of another to succeed him, the people having no share in this nomination or choice. This senate elect some of their own members to represent them in the assembly of the states of the province; and the provincial states elect also some from among themselves, to represent them in the assembly of the states-general. Thus the people have nothing to do, either in the administration of the government, the enacting of laws, or in the choice of those persons who have the legislative or executive power lodged in their hands, but are as despotically governed by the magistrates and senate of the respective cities and districts, as the subjects of any monarchy whatsoever.

S E C T. IV.

Of the Dutch trade and manufactures.

Foreign trade
of *Holland*.

HOLLAND is very well situated for trade, being, as it were, in the middle of *Europe*, from *Archangel* in *Muscovy*, and *Revel*, as far as *Spain*. And tho' it is farther from *Italy* and *Turky*, than from the *Baltick*, yet the advantage of the proximity

proximity of the latter, outbalances the other inconveniency; for they have not far to go for those bulky and cumbersome goods, which the adjacent parts of the north produce. If we consider the number of ships the *Dutch* employ in their voyages to the *Baltick*, and the northern crowns, and the various kind of merchandize absolutely necessary to their very being, which they import from thence, this may be looked upon as the most considerable of any trade they carry on in *Europe*. From *Norway* they import vast quantities of fir timber, masts, and yards for their shipping, pitch, tar, stock-fish, furs, skins, pot-ashes, and dried fish. In return for these commodities, they supply *Norway* with wine, brandy, vinegar, tobacco, spices, salt, cheese, drapery, both linen and woollen, and haberdashery wares. But their exports not being near equal to their imports from hence, they pay the difference in dollars, and other specie. This trade however is of vast advantage to the *Dutch*, though the exchange be against them, because they export again the fir-timber and other *Norway* goods, to the southern countries of *Europe* for a considerable profit. In this trade to the *Baltick* and the rest of the north, as to *Russia*, *Denmark*, &c. they do not employ less than 1200 sail of stout ships. From *Russia* they import flax, hemp, pitch and tar, linseed, honey, wax, furs, skins, *Russia* leather, fir-timber, tallow, pot-ashes, caviar, (the spawn of sturgeon) and linen; for which they exchange spices, pickled herrings, tobacco, drugs for dying, and physical drugs, wines, brandy, oil, vinegar, fruit, sugar, and woollen manufactures, gold and silver stuffs, haberdashery, hard-ware, toys, hats, soap and paper. Notwithstanding the prodigious quantities of spices and herrings, which they dispose of in the *Russian* dominions, yet the balance of trade is here against them: however, as they manufacture

Trade to
Norway.Trade to
Russia.

ture most of the commodities they receive from thence, this trade is still beneficial.

Trade to
Denmark,
Sweden,

Prussia,

Germany,

France,

And Spain.

From *Denmark* they import very little but lean cattle, which they fatten in their own rich pastures: but from *Sweden* they import a great deal of iron, steel, and copper, with fir-timber, pitch, and tar; for which they send in return most of the same commodities as to *Russia*. From the ports of *Royal* and *Ducal Prussia*, but especially from *Dantzick*, they bring vast quantities of corn, leather, furs, timber, pipe-staves, pot-ashes, wax, hemp, and flax; in exchange for which, they carry to the southern coasts of the *Baltick* spices, herrings, tobacco, sugar, fruits, salt, paper, haberdashery and hard-ware, wine and brandy. Their trade to *Germany* furnishes them with incredible quantities of merchandize, particularly with wine, timber, and oak planks, iron guns, bullets, cutlers ware, copper, linen, thread, and flax; for which they exchange herrings, spices, silk, and woollen stuffs, and other goods, the product or manufacture of their own country. Here the balance is much on their side. Their trade with *France* was formerly much more considerable than at present, before the *French* laid such heavy duties on the *Dutch* commodities; in revenge for which, the *Dutch* set up several manufactures of their own; but notwithstanding they have struck off several considerable articles in their importations from *France*, still the balance is against them. The *French* trade however is of some advantage to them, because they export again most of the goods they receive from thence, with which they purchase the merchandize of other countries. Their trade with *Spain* is very great, from which country they import wine, brandy, raisins, oranges, lemons, oil, salt, wool, figs, olives, almonds, iron, steel, chesnuts, anchovies, and anniseeds, the product
of

of *Old Spain*. They import likewise from *Cadiz* several commodities of *America*, but especially those precious metals of gold and silver, in exchange for their herrings, spices, and woollen goods: so that the balance is here in their favour, it being computed, that they receive no less than 500,000 *l. ster.* for goods sent to *America*.

We ought not to forget here their negro trade, nor their counterband trade from *Curajoa* to the continent of *Spanish America*, which is a very beneficial part of their commerce. Their trade to *Portugal*, and up the *Mediterranean*, is also very considerable, especially to *Turky*; from all which places the balance is either directly on their side, or indirectly, by exporting again most of the goods they have from thence. For it is to be observed, that the *Dutch* consume the least part of that vast quantity of goods which they trade in. They are masters of the silks of *Persia*, and spices of *India*, and yet the generality of them are cloathed with wool, and live upon fish and roots, which require but little spice. They export their finest cloths and best butter to foreign parts, and get some cheaper from *Ireland* and the north of *England*. Thus they feed the luxury of other nations, and trade in pleasures, which they seldom taste.

The herring fishery is one of the chief branches of the trade of the *United Provinces*, and deservedly stiled the golden mine of *Holland*. This province alone sends to this fishery above a thousand vessels called busses, besides a great many smaller boats, which bring their herrings to the place of sale. It is almost incredible how many people are maintained by this trade, such as coopers, boat-makers, boatmen, besides fishermen: to which purpose it may be observed, that none but those who will not work can starve in *Holland*; for there is business here for every body.

Several companies of merchants.

Merchants enter here into societies or companies as in *England*; and these societies fit out large vessels at their own charges, which they send where they think most profitable. There is a *Muscovy* company which, among other things, trades in furs and corn. An *Iceland* and *Greenland* company for whales and train oil, which is reckoned one of their most beneficial branches of trade, and is now almost entirely monopolized by this nation. But the two principal companies are those of the *Indies*. The *West-India* company was once in a very flourishing state, when they had made themselves masters of *Brasil*; but since they have been dispossessed of that country, their trade has been upon the decline.

The *East-India* company.

The company of the *East-Indies* has its principal seats at *Amsterdam*, and *Batavia*. This last is the capital of the *Dutch* in the *East-Indies*, where their dominions are very large, and whole kingdoms pay them homage. They have a vast number of forts here to secure their trade, and to keep the *Indians* in awe. The directors of this company reside in *Holland*, and are absolutely masters of all its concerns. The company maintains a general in the *Indies*, who has a vast authority, and manages entirely the civil government. It is commonly reported, that they keep ten thousand men in constant pay. The maxims by which this company is governed and maintained, and the means they use to extend their conquests and trade, are secrets which are unknown, as well to the inhabitants of the country, as to foreigners. All that appears is, that it has the air of a private republic in the general republic of the *United Provinces*. Every summer, about the month of *August*, a fleet of ten or twelve ships comes from the *East-Indies*, which brings to the value of an hundred tuns of gold, as
may

may be conjectured by the printed accounts of their lading.

No people apply themselves with more diligence to all manner of mechanic arts, than the inhabitants of the *United Provinces*. Most of the manufactures, which an hundred and fifty years ago were appropriated to this or that particular country, have been of late introduced amongst them, and brought to very great perfection. A great part of the merchandize they import is manufactured in the country, and exported again to great advantage. Every province, and every town almost in the *United Provinces*, have some particular manufacture, for which they are famous. But with regard to the particular manufactures of each city, we shall not fail to take notice of them, as we travel through the country.

S E C T. V.

Of the revenues, taxes, and forces of the United Provinces.

THE ordinary revenue of this state consists either in what is levied in the conquered towns and country of *Brabant, Flanders, or the Rhine*, which is wholly administered by the council of state; or of the usual funds, which the seven provinces provide every year according to their several proportions, upon the petition of the council of state, and computation of the charge of the ensuing year, given in by them to the states-general. And this revenue commonly amounts to about one and twenty million of gilders a year, every million making about ninety thousand pounds sterling.

The

The GRAND TOUR.

The chief funds out of which this revenue arises, are the excise and the customs. The first is so great and so general, that there is nothing in the whole country, but some duty or another is laid upon it: even if a man marries or dies, there is a duty to be paid; so that nothing is free but the air that one swallows. The customs are low and easy, and applied particularly to the admiralty.

Out of this revenue is supplied the charge of the army, of all officers of state, of ambassadors or ministers to foreign courts, and the interest of about thirteen millions owing by the states-general.

Besides the debt of the generality, the province of *Holland* owes near sixty millions, for which they pay interest at about 3 *per cent.* but with so great ease and exactness, that no man ever demands it twice. They might take up whatever sums they desired; for the persons who are admitted to bring in their money, consider it as a favour, and when they are paid off any part of the principal, they are troubled with the money, hardly knowing how to dispose of it to interest with such safety and ease.

Of the several imposts and excises, those upon certain and immoveable possessions, as houses and lands, are collected by the magistrates of the several places, and by them paid to the receivers, because both their number and value are constant, and easily known. Those which arise out of uncertain consumptions, are all collected by different farmers, who have a fixed salary of the states.

The collection, receipt, and distribution of all public monies, are made, without any fee to officers, who receive certain constant salaries from the state, which they dare not increase by any private practices or extortions. So a bill of any public debt, is as good as ready money, being paid certainly at a call, without charge or trouble, and
assigned

assigned over in any payment, like the best bill of exchange.

The extraordinary revenue is when, upon some Taxes: great emergency, the generality agrees to any extraordinary contributions; as sometimes the hundredth penny of the estates of all the inhabitants, a poll tax, hearth money, or any other subsidies, according as they can agree, and the occasions require, which have sometimes reached so far, that even in the year 1748, there was laid an impost of the fiftieth penny upon every body from the highest to the lowest inhabitant of this country, of their estate, money, furniture, &c. By all these means they can raise in these provinces upwards of forty millions of gilders.

The forces of this republic are in time of peace And forces. about twenty-six thousand men, and forty men of war in convoys, besides some ready in their harbours on all occasions: but in time of war, they raise them to as many more as is required. Besides the strength of the *Dutch* at home, their *East-India* company, in their settlements, are able to fit out a fleet of fifty men of war, and of raising at least thirty thousand men by land.

The strong frontier towns of the republic, garrisoned by their forces, are, to take them in a line, *Sluys*, *Sas Van Ghent*, *Hulst*, fort *Lillo*, *Bergen-op-Zoom*, *Breda*, *Boisleduc*, *Grave*, and *Nimeguen*; and on the *Maese*, *Venlo*, *Maestricht*, and the fort of *Stevenswert*. Her five barrier towns are on the side of *France*, viz. *Namur*, *Tournay*, *Menin*, *Ipres*, and *Furnes*. These towns all together form a kind of a line of circumvallation round the *Austrian Netherlands*.

In treating of the strength of the *United Provinces*, we ought not to omit their situation, which constitutes their greatest security. On the west and north they have the ocean; on the south, next Flanders

The GRAND TOUR.

Flanders and *Brabant*, are arms of the sea, large rivers and canals, so that they are inaccessible on that side. On the east lies *Westphalia*, from which they have nothing to fear, except another bishop *Galen* should rise up; and on the south-east *Juliers* and *Cleves*, on which side there is a terrible opening.

If this state were reduced to the last extremity by an enemy, she would probably, in order to save herself, have recourse to one of these following methods: she would unite herself to the empire, and becoming a member of it under the name of the circle of *Belgium*, be intitled to its protection. Another resource would be to fly to the *East-Indies*, where they have much larger territories and settlements, than the little spot they now inhabit. In the year 1672, the *Dutch* had thoughts of having recourse to this expedient, and accordingly an exact account having been taken of the ships fit for so long a voyage, they were found to be enough to transport two hundred thousand persons to the *East-Indies*. A third resource, but a desperate one, would be to lay their country under water, and to drown the enemy, tho' at the hazard of their own lives. Most of them might save themselves from perishing, by getting on board their vessels and boats of all sorts, which are almost innumerable in this maritime country.

S E C T. VI.

Of the persons, customs, and manners of the Dutch; as also of their religion and present state of learning.

Persons and
habits of the
Dutch.

THE *Dutch* are generally a tall, strong built people; but both men and women have the grossest shapes that are to be met with any where,
or

or rather no shape at all. Their motion is as disagreeable as their shape, being very heavy and awkward, insomuch that 'tis an easy matter to distinguish a *Dutchman* from a native of *England* or *France*, almost the length of a street, by his mien. Their complexions are generally very good, and their garb exceeding plain, except among the officers of the army, otherwise they change their fashions as rarely as in *Spain*. With regard to the dress of the men, they have neither shape nor plaits; and their long pockets are set as high as their ribs; but that of the women is still more odd, their coats coming no lower than the middle of their legs, and in *North-Holland* only to their knees. 'Tis true, some of the better sort begin now to imitate the *French* dress, which it is surprizing they have not done sooner, considering the number of foreigners, especially *French*, that resort to this country.

The people of *Holland* may be divided into five Five classes of people in Holland. classes. 1. The boors or husbandmen. 2. Seamen and watermen. 3. Merchants and tradesmen. 4. Those that live upon their means. 5. Gentlemen and officers of the army. Those of the first class Boors are dull and brutish, but honest. are industrious, but of slow understanding, and of a boorish and mean disposition. They are tractable when well used, very honest, and have no further views than to supply the necessities of nature. Their common food consists of roots, herbs, or milk. The seamen are yet more simple, and at the same time more rough and unpolished. They seldom use more words than is necessary about their business; and with regard to their courage, it is rather passive than active. As to the trading Trading people are more civil, but crafty and knavish. people in great towns, whether merchants or mechanics, their wits are something sharper than those of the former classes, being improved by their conversation with foreigners, who flock thither in great

The GRAND TOUR.

great numbers; but even these are much better at imitation than invention. Those who are sharp and crafty, never let these qualities lye idle, when occasion serves, and miss no opportunity to take an advantage, either of the ignorance or simplicity of those they deal with; but when they have to do with people of their own level, and apprehend themselves within the reach of the laws, then indeed they are the plainest and best dealers in the world.

Their gentlemen well educated.

Those who live upon their estates in cities, are brought up in a different manner from merchants, tho' there seems to be a great resemblance between them in their modest behaviour and habit, and their retired way of living. Most of them send their children to the universities of *Utrecht* and *Leyden*, to learn the civil law. After they have finished their studies, they are sent to travel, their chief design being to qualify their children by their education for the magistracy of the cities, and other employments; for of this sort of men the civil officers of the state are generally composed; tho' sometimes merchants and wholesale tradesmen are admitted into the magistracy, and made deputies of the states. The gentry or nobility are not numerous (in *Holland* and *Zealand* especially) many of these families having been extinguished in the wars with *Spain*. Those that remain are usually employed in the military service, and sometimes in civil charges in their respective provinces. They affect rather the garb of the neighbouring courts, than the popular air of their own country, and value themselves vastly upon their nobility. They look upon it as dishonourable to marry beneath their rank, and will scarce do it to make up a broken fortune. They imitate the *French* in their dress, their mien, talk, diet, gallantry, or debauchery, but mimic them very awkwardly. They are how-

They affect the modes of the *French*.

ever

ever very honest gentlemen, and usually acquit themselves with honour in the service of their country. They are remarkable (and indeed all the inhabitants of the country are the same) for their great frugality and order in their expences.

The *Dutch* in general are patient and steady in their resolutions, wary, and not easily imposed upon. One would think they suck in with their milk a desire and thirst of gain. They know how to master their passions, and do not seem fond of duels, blows, and quarrels. Yet when there happens any difference among the lower class of people, they are very brutish in their resentments. Most of the lower class carry knives about them, which they pull out in their passion, against the person they quarrel with, notwithstanding there is a very severe law against this abominable practice. They are thought to be indulgent to their children, not correcting them as often as they ought, nor taking due care of providing them with proper masters. They hate pride and arrogance, and cannot endure that any one should affect an air of grandeur with his inferiors. They are given to drinking, as well as all the northern nations, but especially when they treat their friends, which they do very elegantly, tho' perhaps they save it out of their bellies the rest of the week. They affect to be neat in their houses and furniture to a degree of excess; for they continually wash and rub their goods, even the benches, and the least plank, not forgetting the stairs, at the bottom of which most of them pull off their shoes before they go up. Even the very streets are kept wonderfully clean, the servants of each house being obliged every day to wash and rub the pavement before their door. The pavement of their own chambers is generally of marble, which they wash with soap and scour with sand,

General character of the inhabitants.

Their great cleanliness.

sand, as we do dishes and plates. In fine, they are perfect slaves to cleanliness.

Their diet
and manner
of living.

Their way of living is plain, modest, and frugal. The poorer sort, as we have already mentioned, live upon herbs, sour milk, and pulse. In towns the people have something of better diet. About *November* every year they purchase an ox, or more, according to the largeness of the family, and salt or sinoak-dry it, to eat with bread and butter and fallet. On Sunday, a piece of salt meat is usually taken out of the powdering tub, which comes every day to table during the whole week, with some other little dishes of garden stuff. They are very fond of pickled herrings, *Bologna* sausages, and other savory dishes. When they have fresh fish, they generally chuse to eat them with oiled butter: they have several other ways of dressing their fish, which use may reconcile to an *English* palate. Their butter and cheese is very good, and the common people seldom go upon a journey without a butter-box in their pockets. 'Tis true, this simplicity and frugality of diet is much abated of late, and they begin to learn insensibly the luxury of their neighbours.

Character of
the women.

The women have the whole care and management of their domestic affairs, and generally live in good fame; a certain sort of chastity being hereditary and habitual to them. They are more valued for their beauty, than their genteel carriage. A great many of them understand traffick as well as the men; and it may be said, that most of them wear the breeches. The passions of both sexes run lower and cooler here than in any other country: their tempers being not airy enough for joy, or any unusual strains of pleasant humour; nor warm enough for love. They drink a good deal of wine and spirituous liquors, partly because the air of the country is so moist, that they

The diversions.

they are obliged to use strong liquors for the preservation of their health; partly for pleasure, for they hardly allow themselves any other entertainment than eating and drinking; except in the rigorous season of the year, when they divert themselves with skating.

The bulk of the people profess Calvinism, which Religion: was established as the national religion by the states-general in 1583. Hence none but those who are of this persuasion, are admitted into any civil employment. However, it has been the care of the state to favour no inquisition into the faith or religious principles of any man, who comes to live under the protection of their laws, unless they should be prejudicial to the government. For this reason most religions are tolerated; tho' this toleration is limited in respect to the Roman catholics, under the condition of certain payments from every family, and the magistrates have it in their power to shut their churches or chapels when they please. The *Jews* have two synagogues at *Amsterdam*, and two more at *Rotterdam* and the *Hague*, among which one of those at *Amsterdam* is a handsome building, and by this people called their *New Jerusalem*. The *Dutch* churches are seldom without organs, for there is no part of their worship that pleases them more than the psalmody. Collections for the poor are made in sermon time, a purse and a bell being fastened to the end of the staff, and carried about by the deacon, who is a kind of overseer for this purpose. It is to be observed, Provision for the poor. that their charity is rather national, and regulated by the orders of the state, than moved by the common objects of compassion. This appears in the admirable provision made for all kind of people that are in want, and deserve to be relieved by any government; no country in the world having so many excellent foundations of this kind.

Marriages

Their marriages.

And funerals.

Marriages are celebrated here as with us, that is, by making first a solemn contract between the parties, then publishing the bans of marriage three times, and afterwards performing the ceremony in church. As for those who are not of the established religion, it is customary to publish the bans in the stadthouse, in the presence of two senators, and afterwards to be married according to the ceremonies of their own persuasion. At the burials of the *Calvinists*, there is no funeral service read at the grave, nor is there any bell rung, to give notice of their death or interment. But a certain person, whose office it is, gives notice to the neighbourhood to attend the corps to the grave, three or four days after his decease. They follow the corpse as with us, being usually clothed in long black cloaks; and after their friend is put into the ground, they return to the house, and comfort their spirits with a glass of wine. There is a set time appointed for funerals; and if the corpse is not brought out at the appointed time, those who have the direction of the ceremony forfeit a certain sum of money for every hour they exceed, to the use of the poor; which people of figure frequently chuse to do, for the appearance of grandeur, and to shew their charity. The time of mourning for a parent, husband, or wife, is a year and six weeks. The *Roman catholicks*, and *Lutherans*, seem to lay a great stress upon ringing a bell at the death and interment of their deceased friends, and for having them buried in churches, or consecrated ground, for which the government makes them pay very dearly. Indeed there are no rites but the *Dutch* will tolerate, if they are paid for it.

Established religion of Holland.

The established church is governed by a presbytery, among whom there is almost a perfect equality, except that the seniors, or those who are chosen to preside amongst them, have some preference in their

their assemblies. Particular congregations are under the direction of the ministers, elders, and deacons; but all censures, and degradations, and what concerns religion in general, is determined in their synods, which are either provincial or general. These assemble once a year, having first given notice to the states of the time of their meeting; upon which the states appoint a member of their own body to preside in the synod, who is stiled the *Commissarius politicus*. The general synod sends a deputation to the states-general once in three years, to represent the state of religion, and to petition for a reformation of such abuses as their own authority does not extend to. The ministers receive their stipends, which are usually in the great towns about 150*l.* and in villages about 60*l.* a year, from the magistrates of the city, or place where their cure lyes. None of them, as far as I can find, are allowed a plurality of livings; and as to tithes and church lands, the states took possession of these on the first constitution of their government, and have retained them ever since.

Of their
clergy, and
ecclesiastic
government.

As to the state of learning in this country, tho' the mechanic arts are generally preferred to the liberal, among a people so bent upon trade, we must acknowledge notwithstanding, that the *Dutch* have had their share of fame in the republic of letters. Soon after their revolt from *Spain*, the states took care to establish an university at *Leyden* for the education of their youth, which by the encouragement given to foreign professors, met with considerable success. The severities used against the protestants in most roman catholic countries, contributed likewise to the progress of literature in *Holland*, numbers of learned men having been induced to quit their own countries, in order to make a free profession here of their religious principles. But to give a list of the great men in all branches of

State of
learning in
Holland.

The GRAND TOUR.

of science that *Holland* has produced, would be too tedious a work; I shall therefore refer the reader to *Meursius's Athenæ Batavæ*, where he will meet with a copious account of the state of learning in this country, and especially of the eminent professors of the university of *Leyden*. In regard to their universities, we shall give some account of them, when we come to the respective cities where they are established.

S E C T. VII.

Of the manner of travelling in Holland, with some account of their different coins, weights, and measures.

Manner of
travelling in
Holland.

THE usual way of travelling in *Holland*, and most parts of the *United Provinces* as well as in a great many provinces of the *Austrian* and *French Netherlands*, is in *Treck-scoots*, or *Draw-boats*, which are large covered boats not unlike the barges of the livery companies of *London*, drawn by a horse at the rate of three miles an hour; the fare of which does not amount to a penny a mile; and you have the conveniency of carrying a portmanteau, or provisions; so that you need not be at any manner of expence at a public house by the way. The rate of places in these boats, as also in their post-waggons, is fixed; therefore there is no occasion for contending about the price. The carriage of one's baggage must be paid apart, for which there does not seem to be any settled price, but is left to the discretion of the skipper or boatman, who judges generally according as his thick scull and avaricious heart directs him; for which reason you must agree on a price for the carriage of your goods before you put them in, or you will be

be obliged to give him whatever he pleases to ask. You are not in the least exposed to the weather in these *Treck scoots*, and can scarce feel any motion; so that you may read or divert yourself in your journey, just as you think proper. There is scarce a town in *Holland* but one may travel to after this manner every day; and if it be a considerable place, almost every hour, at the ringing of a bell; but they will not stay a moment afterwards for a passenger, tho' they see him coming. The greatest inconveniency is getting out of one boat into another, at every great town, and pulling out your baggage when you change boat, where there are men ready with wheelbarrows to carry it to the next boat; however, the conveniencies of this way of travelling, outbalance the inconveniencies. Besides, a person that has a great deal of baggage, and is going to *Amsterdam*, and wants to see the other towns of *Holland*, such as *Leyden*, the *Hague*, *Haerlem*, &c. may send it from *Rotterdam* directly to *Amsterdam* by the market boat, for a very moderate price, and save this trouble and expence in regard to his baggage. There is also another carriage, which goes from most of the principal towns, and is called the post-waggon: it is pretty light, so as to be generally drawn only by three horses, and is as expeditious as our stage-coaches. But with regard to a fuller account concerning the *treck-scoots*, and post-waggons, we refer the reader to the latter end of this volume.

As to the inns and public houses on the road, a person is sure to meet with clean linen, and soft beds; but their bedsteads, or rather cabins in the sides of the wall, are placed so high, that a man may break his neck, if he happens to fall out of them. Besides, a traveller must be content to lie with half a dozen people, or more, in the same

D room,

a Their inns
and publick
houses,

Character of
the Dutch
inn-keepers.

room, and be disturbed all night long, by some body or other, if the churl of a landlord pleases to have it so. It is true, in the cities you are accommodated in a genteeler way. There is no disputing with a *Dutch* inn-keeper, either about the reckoning or any other particular: if you find fault with his bill (tho' properly speaking they make no bills, but bring in the reckoning by word of mouth) he will immediately raise it, and procure a magistrate to levy his demands by force. For this reason I should generally prefer to be accommodated in an *English* house, because I have not only found it, by experience, to be every bit as cheap, but moreover, you have the pleasure of having victuals dressed after the *English* way; as also of laying out your money with countrymen, and of having to do with reasonable people. There are several of these *English* houses in *Holland*, particularly at *Rotterdam*, the *Hague*, *Leyden*, and *Amsterdam*, whose name and character may be had from the captain you go over with, or from the merchant to whom you are recommended. In travelling with the draw-boats, when you are advanced a little above half way, a fellow comes round with a hat and collects the money; so that if any accident should happen, that he cannot carry you to your journey's end, he is still sure of his hire, and leaves you to procure another convenience. The canals, causeys, bridges, and highways, are always kept in excellent repair, which contributes to the cheapness of carriage, and consequently renders all commodities more reasonable.

Dutch coin.

In travelling through *Holland*, it is necessary to have some knowledge of their coin, of which there is a great variety; for which reason I have set down in a table the most current *Dutch* coin, and the value of it in *English* money.

Table

Table of Dutch coin.

Gold pieces.

			gil.	st.	p.	l.	s.	d.
Ryder	—	—	14	0	0	1	5	6
Half ryder	—	—	7	0	0	0	12	9
Double ducat	—	—	10	10	0	0	19	1
Ducat	—	—	5	5	0	0	9	6½

Silver coin.

Three gilder piece						0	5	5½
Rix dollar	—	—	2	10	0	0	4	6½
Dollar	—	—	1	10	0	0	2	8½
Eight and twenty stiver piece	—	—				0	2	6
Six stiver pieces	—	—				0	0	6½
Pieces of five stivers and a half	—	—				0	0	6

Two stiver pieces, eleven of which make two shillings.

Stiver pieces, eleven of which make one shilling.

The coin of *England*, *France*, and *Germany*, pass here for their intrinsic value: a guinea goes for about eleven guilders eleven stivers, and an *English* crown for fifty-six stivers. The *Dutch* stiver is something more in value than the *English* penny, for eleven stivers *Dutch*, make exactly twelve pence *English*. The coin called a schilling, and which passes for six stivers, is a base metal, and not worth a third part of the value it goes at. Whoever therefore travels from one province to another, should take care not to carry too much of this coin with him; for sometimes it is not taken for so much in another province, as in the place where it is coined.

Now we are upon the article of money, it will not be improper to give some account of the bank of *Holland* or *Amsterdam*, which is supposed to contain more treasure than all the banks of *Europe*.

Bank of Hol-
land.

The GRAND TOUR.

It was established in 1609, and is reckoned to have three thousand tuns of gold, each tun 100,000 gilders. There is a double use of this bank, the first is the security of private property, for it seems the whole city of *Amsterdam* is obliged to make good the treasure here deposited; and the second the conveniency of payments, by giving a note of assignment upon the bank, which for a trifle transfers the sum assigned; and when you want money, there are always persons ready to discount the notes for a small matter. The idea of the bank of *Amsterdam*, was taken from the *Banco del giro* at *Venice*; but there is this difference between them, that at *Venice* the government takes the liberty to borrow of the bank in time of war, and to restore the sums borrowed in time of peace. This is, indeed, a conveniency both for the government and the people; for the government, because by this means they have money whenever they want it upon any emergency; for the people, by reason they are not loaded with new taxes. And yet neither the government in *Holland*, nor the directors of the bank, are known to make any use of it: tho' it is suspected they do it under hand, and particularly that they go sharers with the public lombard-house (which is a kind of pawn-office established in *Holland* for lending money to distressed people upon pledges at common interest) when jewels or things of great value are lodged there by neighbouring princes, as it frequently happens. But it cannot be said that they hazard in this case the treasure entrusted to their care; for the directors of the lombard-office do not lend above two thirds of the value upon any pawn; nor do they ever suffer the interest to run, but if it be not regularly paid, they immediately give notice of sale, as they did in the case of the elector of *Bavaria's* jewels. To return to the bank, it is observable

observable that a bank-note is of more value here than the current money; the reason of which is, that they take no coin but at the intrinsic worth: for example, a silver ducatoon, which in current payment passes for sixty-three stivers, is received at the bank for no more than sixty stivers. Thus there is in reality five *per cent.* difference, between bank money and current money; and this surplus is called the *Agio*, which is not always the same, but is subject to rise and fall as our stocks; generally it is from four and a half to five *per cent.* There are several cities in the *United Province*, which retain the privilege of coining money; but as there is to be a certain standard, by virtue of the union of *Utrecht*, of all money current through the whole republic, the states-general appoint officers to inspect the several mints, and to take care that no counterfeit money be coined in their dominions.

The weights in *Holland* are, the pound, an hundred of which make the *Dutch* quintal, that is, an hundred and eleven pound *English* (or according to some, an hundred and eight pounds) which is equal to an hundred and seven pounds of *Antwerp*, an hundred and seventeen pounds of *Flanders*, and ninety-eight of *Paris*. Weights used in Holland.

Their most usual measure is the ell, of which an hundred and thirty-four make an hundred yards *English*. As also their measures. Their corn is sold by the last, which contains an hundred and three of their shepels, or ten quarters *English*. The shepel may be denominated the *Dutch* bushel, an hundred and eight shepels making fourscore of our bushels.

C H A P. II.

General description of the Austrian and French Netherlands.

Names and
situation of
the other
provinces of
the *Nether-*
lands.

THE ten provinces of the *Netherlands*, which were not comprehended in the union of *Utrecht*, and are now subject to the house of *Austria* and *France*, (except some small part of *Brabant* and to *Flanders*, possessed by the *Dutch*) are, 1. The dutchy of *Brabant*. 2. The county of *Flanders*. 3. The county of *Artois*. 4. The county of *Hainault*. 5. The county of *Cambresis*. 6. The county of *Namur*. 7. The dutchy of *Limburg*. 8. The dutchy of *Luxemburg*. 9. The marquifate of the *Holy Empire*, or *Antwerp*. And, 10. The lordship of *Malines*, or *Mechlin*. These ten provinces are bounded by the ocean and the *United Netherlands* towards the north; by *Germany* on the east; by *Lorrain* and part of *France* on the south; and by another part of *France* and the *British* ocean towards the west; being about 100 miles in length, from east to west, and about fourscore in breadth, from north to south. Of each of these provinces we shall give here a short description.

S E C T. I.

A short description of the several provinces of the Austrian and French Netherlands.

The province
of *Brabant*.

BRABANT, in which we comprehend *Antwerp*, or the marquifate of the *Holy Empire*, is a province of the *Austrian Netherlands*, bounded by

by *Holland* towards the north; by the dutchy of *Gelderland*, and the bishoprick of *Liege* towards the east; by the counties of *Hainault* and *Namur* towards the south; and by *Flanders* on the west; extending near seventy miles in length, from north to south, and sixty miles in breadth, from east to west, in the broadest part. The air is temperate and healthful, and the country generally fruitful, except the northern part, called *Kempenland*, which is a sandy barren soil, affording only pasture for sheep. The face of the country is generally plain and open; but in some parts it rises into little hills, and is clothed with woods. What is most remarkable in the inhabitants both of *Brabant* and *Flanders*, is, that they have found means to improve most of the barren lands, and make them more valuable, than the richest grounds. Of the soil and husbandry of both these provinces, the following remarks have been made; that tho' the soil of *Brabant* be for the most part good, that of *Flanders* is much better; that the richest land in *Flanders* lies between *Dunkirk* and *Bruges*, extending about forty *English* miles in length, consisting of rich meadows, and fields of as good wheat and barley as any in *Europe*; but between *Bruges* and *Ghent*, the soil begins to alter for the worse; and between *Ghent* and *Antwerp* we find a gravelly or sandy soil, producing scarce any thing but heath or broom, if it remains uncultivated. It does not much alter for the better, till we come within two miles of *Antwerp*, from which *Ghent* is five or six and twenty miles distant. The part of *Brabant* which lies between *Antwerp* and *Holland*, is no less barren than that which lies between *Antwerp* and *Ghent*; but this soil, which is so remarkably bad for grain and grass, happening to be the most proper for flax, by the industry of the husband-

The GRAND TOUR.

man, is become so far preferable to that called the richest, that one acre of their flax ground is now worth four of the other. After the flax is pulled, the same ground produces a crop of turnips; and in *April* following they sow the land with oats, harrowing in clover-grass seed upon it with bushes, which grass appears after the oats are mowed, and is good pasture till *Christmas*. The year following they have three crops of clover; the first about the beginning of *June*; the second at the end of the same month; and the last before the end of *August*. Other part of their heath grounds they plant with hops, fruit-trees, and other trees, which they have contrived, even upon this barren soil, to bring to great perfection. *Brabant* is usually divided into four quarters, distinguished by the names of the four principal cities, viz. *Louvain*, *Antwerp*, *Brussels*, and *Boisleduc*. The chief towns in the quarter of *Louvain* are, 1. *Louvain*. 2. *Tirlemont*. 3. *St. Tron*. 4. *Leeuw*. 5. *Diest*. 6. *Gemblours*. 7. *Halen*. 8. *Sichen*. 9. *Judoigne*. 10. *Hannue*. 11. *Landen*. The most remarkable of which I shall describe in this work. The second quarter of *Brabant* is that of *Brussels*, the chief towns of which are, 1. *Brussels*. 2. *Nivelle*. 3. *Affchee*. 4. *Vilvorden*. The third quarter of *Brabant* is that of *Antwerp*, or the marquissate of the *Empire*, the chief towns of which are, 1. *Antwerp*. 2. *Breda*. 3. *Lillo*. 4. *Lire*. 5. *Herentals*. 6. *Hoogstraten*. The fourth division of *Brabant* is that called the quarter of *Boisleduc*, the chief places of which are, 1. *Boisleduc*. 2. *Helmont*. 3. *Eindhoven*. 4. *Megen*. 5. *Ravenstein*. 6. *Grave*.

The province
of *Mechlin*.

Mechlin, or the lordship of *Mechlin*, is a province of the *Austrian Netherlands*, surrounded by that of *Brabant*, about ten miles long from east to west, and five broad from north to south. It was erected into

into a separate jurisdiction by *Philip* the good duke of *Burgundy*, and has several considerable villages within its limits; but the only town of any consequence is the city of *Mechlin*.

Flanders, or the earldom of *Flanders*, is a province of the *Netherlands*, bounded by the *German-Sea* and the *United Provinces* on the north; by the province of *Brabant* and part of *Hainault* on the east; by another part of *Hainault*, and *Artois* towards the south; and by the ocean and another part of *Artois* towards the west; extending in length from east to west, upwards of seventy miles; in breadth from north to south, about sixty. It province is divided between the *Austrians*, the *French*, and the *Dutch*; but the *Austrians* have much the greatest part, and among the rest the capital city *Ghent*. The *French* are possessed of the south-west part of *Flanders*, in which are *Lisle* and *Dunkirk*. The *Dutch* are masters of the north-east part, in which are the strong fortresses of *Suys*, *Sas van Ghent*, and *Hulst*. This province is generally flat and level, and the most fruitful soil in all *Europe*. The air is very wholesome, except in some places towards the sea-shore, and the mouth of the *Sche'd*. It is watered with innumerable rivers and canals, that render the country extremely pleasant, which is increased by the regular plantations of trees, the many beautiful monasteries, and the great numbers of towns and villages. The climate does not produce wine, for their winters are much colder, and their frosts of a longer duration than ours; the north east winds coming to them over a long extent of frozen continent, which are rendered much milder by the sea, before they can reach us. They have a fine large breed of cattle, especially of horses for draught, and have all the animals wild

The province
of *Flanders*.

The GRAND TOUR.

and domestic, that are to be met with in *Britain*. The inhabitants are more polite and hospitable than those of *Holland*, being an open and free hearted people. Their language is *Low-Dutch*, but in all the great cities they speak *French*, and leave the native language to the peasants. The country is very well situated for trade, and has some of the finest cities in *Europe*. As it is so very considerable on these accounts, all the ten provinces of the *Austrian* and *French Netherlands* frequently pass under the name of *Flanders*. The manufactures of this country are chiefly fine lace, linen, and tapestry. The chief towns in *Dutch Flanders* are *Sluys*, *Ardenburg*, *Middleburg*, *Sas van Ghent*, *Hulst*, *Axel*, *Terneuse*, *Philippine*, *Bier-Vliet*, *Isendyck*, *Oostburg*, *Caesant* fort and island. In *Austrian Flanders*, the principal towns are *Ghent*, the capital of the province, *Bruges*, *Ostend*, *Newport*, *Dendermond*, *Rupplemond*, *Alost*, *Ninbove*, *Oudenard*, *Harlebeck*, *Courtray*, *Menin*, *Tournay*, *Ipres*, *Dixmund*, and *Furnes*. In *French Flanders*, the chief towns are *Lisse*, *Dunkirk*, *Mardyke*, *Graveline*, *Berg St. Winox*, *Doway*, *Orchies*, *Armentieres*, *S. Amand*,

The province
of *Artois*.

Artois is a province of the *French Netherlands*, bounded by part of *Flanders* on the north; by *Picardy* and a province of *France* on the south and west; by another part of *Flanders*, and by *Hairault*, and the *Cambresis* on the east; extending about sixty miles in length, and five and twenty in breadth. This is a most fruitful province, and frequently called the granary of the *Low Countries*. The air is exceeding good; and the inhabitants having been many years under the dominion of *France*, it is not easy to distinguish them by their manners, habits, or language, from the rest of the subjects of that kingdom. This province was conquered by *France* from the *Spaniards* in the last century,

century, and confirmed to them at the *Pyrenean* treaty, in 1659. The chief towns are *Arras*, the capital of the province, *St. Omer*, *Aire*, *Bethune*, *St. Venant*, *Bapaume*, *Hesdin*, *Terouen*, *Lens*, *Avesne* *Le Compte*, *St. Paul*.

The *Cambresis*, or province of *Cambray*, is a province of the *French Netherlands*, bounded by *Hainault* on the north and east; by *Picardy* on the south; and by *Artois* on the west; extending in length, from east to west, about five and twenty miles, but of very unequal breadth, being in some places ten miles, and in others not above five. The air is very wholesome, and the country fruitful; it was taken from the *Spaniards*, and annexed to the crown of *France* in the last century, by the treaty of *Nimeguen*. The chief towns are *Cambray*, and *Chateau Cambresis*. The province of *Cambresis*:

Hainault is a province of the *Low Countries*, which receives its name from the river *Haine*, that runs through it from east to west, and falls into the *Scheld* at *Condè*. It is bounded by *Flanders* and part of *Brabant* towards the north; by another part of *Brabant* and the county of *Namur* towards the east; by the *Cambresis*, *Picardy*, and *Champaigne* towards the south; and by the province of *Artois*, from which it is separated by the river *Scheld*, towards the west; extending in length, from the north-east to the south west, about five and forty miles, and in breadth about forty. The air of this province is very temperate, and the soil fruitful, being watered by the *Scheld*, the *Sambre*, the *Haine*, and the *Deule*, all fine rivers. It contains also a great many lakes and woods, as well as mines and quarries, which abound in iron, lead, marble, and blue and white stones. The states of this province are composed of the twelve peers, the prelates and ecclesiastical colleges, the gentry, The province of *Hainault*.

The GRAND TOUR.

the great officers, and the magistrates of the chief cities. This province is divided between the *Austrians* and the *French*. The chief towns in *Austrian Hainau't* are, *Mons, Ath, Braine le Compte, St. Ghislain, Enghien, Binche, Halle, Lessines, Roeux, Soigny, Beaumont*. In *French Hainault* the chief towns are *Valenciennes, Bouchain, Condé, Bavay, Maubeuge, Quesnoy, Avesnes, Landrecy, Philipville, Marienburg*.

The province
of *Namur*.

Namur, or county of *Namur*, is a province of the *Austrian Netherlands*, bounded by the province of *Brabant* on the north; by the bishoprick of *Liege* and part of the dutchy of *Luxemburg* on the east; and by *Hainault* on the south and west; extending about thirty miles in length, from east to west, and twenty in breadth, from north to south. The people of this country affirm it derives its name from an idol called *Nam*, which represented *Neptune*. This idol, they say, used to resolve questions, and talk frequently, but was silenced by *St. Matern*, and from hence was called *Nannutum*, which in process of time was corrupted into *Namurcum*. The country is a little mountainous, and not very fruitful, but has some good mines of lead, iron, and coals, with veins of tolerable marble, and abundance of fossil nitre. They have also plenty of wood for their iron works. This province was erected into a county as early as the year 800, when *Charlemain* conferred it on *Naymo* duke of *Bavaria*: the chief towns are *Namur*, the capital of the province, *Bouvines, Walcourt, and Charleroy*.

The province
of *Luxemburg*.

Luxemburg, or dutchy of *Luxemburg*, is a province of the *Austrian Netherlands*, bounded by the dutchy of *Limburg* and the bishoprick of *Liege* towards the north; by the river *Moselle*, which divides it from the archbishoprick of *Triers*, towards
vides

the east; by the dutchy of *Lorrain* on the south; and by the river *Maese*, which separates it from the county of *Namur* and *Champagne*, towards the west; extending about seventy miles in length, and about sixty in breadth. The northern part of this province is a fruitful soil, yielding plenty of corn and some wine; but the other, which lies towards *France*, is a more barren soil, very mountainous and woody. However, in the mountains there are some iron-mines, which make amends for the sterility of the surface; and their woods abound in game. The air is generally healthful and temperate; and the country is watered by some fine rivers, as the *Mesle*, the *Ourte*, the *Semois*, and the *Maese*. The states, whose consent is necessary to make laws and raise money, consist of the prelates, the nobility, gentry, and representatives of the chief towns. The *French* were in possession of this province a great many years, but were obliged to restore it to the house of *Austria* at the peace of *Utrecht*, except the city of *Montmedy*, and a little of the southern territory. The chief towns of *French Luxembourg* are, *Thionville*, *Montmedy*, *Damvillers*, *Yvoix*. In *Austrian Luxembourg* the chief towns are *Luxemburg*, the capital of the province, *Macheren*, *Konings Macheren*, *Durbuy*, *La Roche*, *St. Vite*, *Viande*, *Orval*, *Grave*, *Dickrich*, *St. Hubert*, *Eichternach*, *Bastogne*, *Chiny*, *Arlon*, *Neufchatel*, *Roche fort*.

Limburg, or dutchy of *Limburg*, is a province of The province of the *Austrian Netherlands*, bounded by the dutchy of of Limburg. *Fulier* on the north and east; by *Luxemburg* on the south; and by the bishoprick of *Liege* on the west; extending in length about thirty miles from north to south, and in breadth twenty-five, from east to west. This country contains a great deal of good arable and pasture land, plenty of wood, and

and some of the best iron-mines in the *Low Countries*; but it produces no wine. The chief towns are *Limburg*, the capital of the province, *Dalem*, *Roleduc*, and *Fauquemont*.

S E C T. II.

Of the religion, government, trade, forces, and revenues of the Austrian Netherlands.

Religion of
the *Austrian*
Netherlands.

THE Roman catholic religion is the only one publicly professed in the *Austrian Netherlands*: however, that the administration of the ecclesiastical government, is much milder here than in any other *Roman catholic* countries; for they have no inquisition, and every one that visits the country knows with what freedom the protestants live among them.

Their go-
vernment.

The legislative power is lodged in the sovereign or viceroy, together with the convention or parliament of the states of the respective provinces. Here new laws are enacted, and money levied; but the whole assembly must be unanimous in passing an act. The assembly or parliament of each province consists, 1. Of the bishops, abbots, and dignified clergy. 2. The nobility and gentry. And, 3. Of the deputies or representatives of their chief towns. These meet at *Brussels*, except those of *Luxemburg*, who by their ancient privileges cannot be summoned out of their province, any more than the states of *Brabant*. These provinces are not like the counties of *England*, who send members to constitute one assembly or parliament; but each province has states of their own independant of one another; and these states do not assemble in
one

one house at *Brussels*, but each of them apart, and make distinct laws for their respective provinces.

The regent or viceroy is assisted by three coun- Councils to assist the regent or governor.
cils. The first is stiled the council of state, where war and peace and foreign alliances are considered; and from this council ambassadors receive their in-

structions and dispatches. The second is the privy council, the members of which are appointed by the sovereign or the regent, and the president thereof is keeper of the great seal. Thirdly, the council of finances, which has the direction of the public revenue. Besides the regent or governor general, every province has its particular governor subject to the regent; and in every province courts of justice are established for the trial of civil causes. The civil and canon law are here in force, where they do not interfere with the particular laws of the country. From the civil courts of every pro-

vince, there lies an appeal to the grand council at *Mechlin*. With regard to criminal causes, there is Proceedings in civil and criminal causes. an officer called the provost in every province, who in conjunction with his associate has the power of determining them; however he is always accountable to the grand provost or chief justice, who resides at *Brussels*.

Before the civil disturbances in the sixteenth cen- Trade of this country.
tury, the woollen manufactures of these provinces were in great esteem. The *English* used to send hither their wool to be manufactured into cloth; but the severities exercised against the protestants, drove many of their mechanics over hither, who taught us to manufacture our own wool. Whereupon the soil of the *Low Countries* being very fit for flax, they sowed vast quantities of it, and being an ingenious industrious people, they soon became as good proficients in the linen and lace manufactures, as they had been in the woollen; and to this very day, they surpass all the nations in *Europe*
in

in making fine linen and lace. Before the oppressive measures taken by their princes, and the revolt of the *United Provinces*, *Flanders* had all the trade of *Europe*, and *Bruges* and *Antwerp* in their turn were crowded with the ships of all nations; but soon after the above-mentioned revolt, both merchants and mechanics removed from hence, and went some to *England*, and others to the revolted princes, so that the commerce of the country dwindled away to nothing. Since that time they scarce had a ship at sea, or dealt in any thing but the product of their own soil, till the peace of *Utrecht*, when falling into the hands of the *Imperialists*, several projects were set on foot for reviving their ancient commerce. The first thing that took effect was the *India* trade by means of the *Ostend* company, which alarming the *Dutch* and *English*, this scheme was soon defeated by the warm instances of these two nations. The next thing the *Flemmings* proposed, was to establish a fishery, but in this they have been opposed also by the *Dutch*, whose influence at the court of *Vienna* has been for some time too great, ever to suffer any scheme to succeed for promoting the *Flemish* trade, since it must certainly prove detrimental to the *Dutch*. Our late act of parliament for prohibiting the importation of fine linen and cambricks from abroad, has been a very great blow to the trade of this country

Revenues.

The revenues of these provinces, when subject to the *Spaniards*, were not sufficient to defray the charges of the civil government, and maintain their garrisons. And tho' the finances were put on a better footing, and their trade somewhat revived under the *Imperialists*, still it was a question whether they maintained the charges of the government, even in time of peace. The ordinary

dinary revenues of the land, are either from the demefne lands, or from the customs. If there be an extraordinary tax to be raised, a demand is made to the states of the respective provinces, with whom the court maintains so good a correspondence, as not to meet with frequent denials. The nobility and gentry of the *Austrian Netherlands*, especially of *Luxemburg*, are much more numerous than in the *United Provinces*. Most of them have their palaces in and about the capital city, and their country seats are so many castles, walled and moated round. The principal order of knighthood is that of the golden fleece.

The manner of travelling in some parts of the *Austrian and French Netherlands*, is pretty near the same as in the *United Provinces*, with boats drawn by horses, the country being cut through in many places with canals. Most of the large towns have likewise stage coaches, called *Diligences* from their expedition, of which see a description in the beginning of chap. II.

Manner of travelling in Flanders.

The *Flemish* coins are oortjes, stivers, schillings, gilders, rix-dollars, imperials; of which four oortjes make a stiver, which is about a penny *English*; six stivers make a schilling; three schillings make a gilder; two gilders and a half make a rix-dollar; two rixdollars and a half make an imperial.

Flemish coins.

CH A P. III.

Journey from Amsterdam to Rotterdam, and from thence to Flushing in Zealand.

THERE are two different ways from *Amsterdam* to *Zealand*; the first is with the day or night-boat to *Gouda* or *Tergow*, and from thence with

Rout thro' Holland to Flushing in Zealand.

The GRAND TOUR.

with the waggon to *Dort* or *Dordrecht*, and thence with the passage vessel to *Tervere*. The second is with the ordinary treck-scoots or draw-boats by the following route to *Rotterdam*, from *Rotterdam* with the market boat to *Dort*, and thence with the passage vessel to *Tervere*. There is also a vessel which goes every day from *Rotterdam* to *Middleburgh*, and twice a week to *Goes* and *Zi-rickzee*, which is much the surest way, tho' not so expeditious as that by the passage vessel from *Dort* to *Tervere*. Those who want to go directly from *Leyden* to *Rotterdam*, must take the *Delft* boat, which does not touch at the *Hague*, but leaves it on the right hand, being something out of the way between *Leyden* and *Delft*. Those who chuse to go by the way of *Leyden* and the *Hague* to *Rotterdam*, should take care to send their baggage by the market boat, which goes every day from *Amsterdam*, and arrives at *Rotterdam* the next day. The rout therefore from *Amsterdam* to *Flushing*, is as follows.

English miles from one place to another.	AMSTERDAM	English miles from Amsterdam.
	7 HAERLEM	
	12 LEYDEN	
	9 HAGUE	
	3 DELFT	
	6 ROTTERDAM	
	12 DORT	
	50 TERVERE	
	3 MIDDLEBURG	
	3 FLUSHING.	

Remarkable

Remarkable places in this journey.

I. AMSTERDAM.

AMSTERDAM is the chief city of the province of *Holland* and the *United Netherlands*, situated on the river *Amstel* and an arm of the sea called the *Y*, a little to the eastward of the *Zuyder-sea*, 200 miles and upwards east of *London*, 230 north-east of *Paris*, and upwards of 600 miles west of *Vienna*, 7 miles east of *Haerlem*, and 37 north-east of *Rotterdam*, in east longitude $4^{\circ} 30'$, and latitude $52^{\circ} 20'$. This city lies almost in the shape of a crescent, and is generally built upon strong piles of wood, driven at a prodigious expence into the morafs, on which it stands; the stadhouse alone being said to have upwards of 13000 piles of wood to bear up its foundation. It is said to take its name from a castle on the river *Y*, which formerly belonged to the lords of *Amstel*, an ancient and noble family of that country. Others derive its name from the above-mentioned river *Amstel*, which is formed of the concourse of several currents two leagues above this city. This river is kept from overflowing the country by means of a dyke; and 'tis from this dyke, which in *Dutch* is called *Dam*, and also from the river *Amstel*, the name of *Amster* or *Amsterdam* is most probably derived.

Situation and
name of *Am-
sterdam*.

Amsterdam is not much older than the thirteenth century, for the first mention we have of it in history is about the year 1300. It is commonly supposed to have been at first only a small village of fishermen, which having been gradually enlarged, became at length considerable enough to obtain from the earls of *Holland* the privileges of a city. In the year 1470, or as others affirm, in the year 1482, under *Mary* of *Burgundy*, daughter of *Charles*

Antiquity of
Amsterdam.

The GRAND TOUR.

Its increase
in extent and
commerce
since the
time of the
republic.

Arms of this
city.

Its harbour.

Charles the bold, it was surrounded with a brick wall, to protect it against the inhabitants of *Utrecht*, or rather against the bishop of that place, whose troops, after they had committed several outrages, were at last cut to pieces. In 1585 it appears to have been the chief town of trade in these provinces, at which time they began to fortify it; and great additions were made to the fortifications in the year 1672, when *Lewis XIV.* invaded the *United Provinces*. The city itself was begun to be enlarged in the year 1593. The gate of *Haerlem* was at that time carried one hundred paces further than the sluice at *Haerlem*. Since that time it was enlarged to the eastward, and afterwards towards the old side; and the river of *Amstel* was at the same time inclosed with palisadoes. In the year 1601, the city was fortified with ramparts to the eastward as far as the gate of *Heiling Weg*; and its length was then from the river *X* to the gate of *Regulars*, 400 paces. In the year 1612, becoming still more populous, it was again enlarged, and the gate of *Haerlem* was carried 600 paces further. In the following years it was enlarged in several other places; so that it is by one half bigger than it was in the sixteenth century. Thus from a mean village of fishermen, it became in a short time as considerable and noble a place, as perhaps any in the universe. The arms of this city are gules, a pale sable, and three saltiers. The emperor *Maximilian* granted it an imperial crown for its crest, to acknowledge the great services rendered both to him and his predecessors.

'Tis generally thought that next to *London* and *Paris*, *Amsterdam* is the biggest city in *Christendom*. It is certainly one of the greatest ports in the known world for trade, and perhaps inferior to none in *Europe* for riches. Notwithstanding there is no place where such numbers of merchants ships are seen,

yet

yet it is of most difficult access; for it is scarce possible for a ship of heavy burthen, or a man of war, to enter the harbour. Indeed the whole *Zuyder-Sea* is so shallow, and full of sands, that scarce any but their own flat-bottomed vessels can cross it; but then this is their great security against foreign enemies, whose men of war scarce ever venture to pursue them beyond the *Texel*, and other entrances into this sea. This city is surrounded now with good brick walls, and strengthened with six and twenty bastions. The town walls are very large, and kept always in good repair, being environed with a large ditch, round which there runs a dyke imbellished with two rows of trees. This makes it very pleasant for walking, and restrains the waters of the ditch, which being higher than the adjacent meadows, would overflow the gardens and country houses, were it not for this contrivance. Each bastion has a wind-mill, besides a vast number of other mills of all kinds that are withoutside the town. The city of *Amsterdam* has eight gates, five of which are very large and strong, to wit, those of *Haerlem*, *Utrecht*, *Leyden*, *Muiden*, and *Wesop*. Between the *Haerlem* and *Leyden* gates, there are two small ones, namely, the *Raamgate*, and the *Quagmolens* gate; and another small one called the *Weterings* gate, between those of *Leyden* and *Utrecht*. The bridge that joins the rampart from one side of the *Amstel* to the other, is one of the finest pieces of architecture in the seven provinces. It has eleven very high arches, eight of which are shut, in order to inclose the public and private yatches. The other three are open for the passage of boats that ascend or descend the *Amstel*. The bridge itself is 660 feet long, and 70 broad, and has iron balustrades on both sides. Through this bridge the *Amstel* enters the town, and dividing itself into several canals, forms a great quantity

Houses.

Streets.

quantity of islands, the keys of which are planted with trees, which in summer time afford a most agreeable prospect. The houses of *Amsterdam* are built with brick or stone; the streets are spacious and well paved, and most of them have canals planted on each side with trees. The finest of their streets, with canals in the middle of them, and perhaps the finest absolutely in *Europe*, are the *Heeregragt*, or canal of lords, the *Keyzergragt*, or the emperor's canal, the *Prince Gragt*, or the princes canal, and the *Cingel*, which was formerly the town ditch. The street of *Haerlem* is also remarkable for its length, breadth, three great sluices, and bridges, which at first were of wood, but are now of free-stone with iron banisters. The *Calver-street*, and the *Warmose-street*, are likewise remarkable for their length, breadth, neatness, and regularity, as well as several other streets too numerous to mention. The haven is very large, and always full of ships, but especially in the spring, when the vast quantity of masts appear like a large forest. Towards the side of the haven the city is inclosed with great stakes that are driven perpendicularly into the ground, and joined by great beams placed horizontally, with openings to let the vessels in and out, which is done without the least confusion, notwithstanding the multitude of ships. These openings are shut every evening at the ringing of a bell, which gives notice to those who intend to go in or out, to make haste.

Inhabitants
and religions
of *Amster-*
dam.

This city is computed to be half as big as *London*, including the fortifications, and almost as populous in proportion. There are people here of almost every nation and religion in *Europe*, who are all tolerated in their respective persuasions, but none admitted to any share in the government but the *Calvinists*. They are all of them most indefatigable in their application to business in order to accumulate riches, tormenting soul and body (to use the

words

words of a late writer) to get an estate, not to enjoy it, but for the sake of dying rich ; for money, the idol of the world, is adored here more than in any other country, where it supplies the place of birth, wit, and merit. There are eleven churches for the *Dutch* of the established or *Calvinistical* religion, with two *French*, and one *High-dutch*. The *English* have also three churches in this city, one for the Presbyterians, whose ministers are paid by the magistrates ; a second for those of the church of *England*, whose minister is paid by his majesty ; and a third for the Brownists, who maintain their own ministers. None but the *Calvinists* are allowed to have bells, and their ministers are maintained by the magistrate. All these churches or congregations make up only a third part of the inhabitants of the city. The *Roman catholics*, who have twenty-seven houses or chapels for their worship, form another third part. Here they have a long square of houses for their beguines (a kind of nuns) to live in, who are not shut up in cloysters as other nuns in *Roman catholic* countries, but have liberty to walk abroad, and may even marry when they are tired of this kind of life. These chapels of the *Roman catholics* have no bells allowed them, being looked upon as conventicles, and may be shut up and opened according as the government pleases. The other third part of the city is made up of *Jews*, *Lutherans*, *Arminians*, *Anabaptists*, &c. none of whom, as was said of the *Roman catholics*, are allowed to have bells in their churches. Those that marry, and are not of the established religion, are obliged to be joined first by the magistrate, and then they may perform the ceremony in their own assemblies. The *Jews*, who are very considerable in this place, have two synagogues, one of which, namely, the *Portuguese*, is the largest in *Europe*. Within the court-yard where
their

their synagogue stands, they have several rooms or schools, where their children are taught *Hebrew*, and very carefully instructed in the *Jewish* religion.

Air of *Amsterdam*.

The air of *Amsterdam* is not so pure and wholesome as that of other cities; which is owing to the fens that surround it. However it is not observed, that the natives are more sickly here than in other places, or that the town is more liable to epidemical disorders; tho' one would imagine that the frequent fogs which reign here might occasion a great number.

Public squares.

The public places or squares in *Amsterdam* are not very handsome; the principal is that which they call the *Dam*, and is very irregular, having no other ornament but the stadthouse or guild-hall, which indeed is a magnificent edifice, but somewhat disfigured by an old building that stands before it, where they weigh goods. The new market is surrounded with old houses, inhabited for the most part by brokers and old cloaths men. The butter market has nothing remarkable but a square building, where goods are weighed. The *King's square* is not much better than the butter market. But to make amends for this deficiency, there are few cities that have so great a number of fine public edifices, or kept in such good order. Of these, whether sacred or profane, we shall give here a short account, the nature of this work not permitting us to enlarge in a full description of this city, which would require a whole volume.

Churches:

The new church.

To begin therefore with their churches, the most remarkable building of this kind, is the new church dedicated to *St. Catherine*. It was begun in the year 1408, others say 1414, and was a hundred years a building. It had the misfortune of being burnt in the year 1645, but was in a short time after built in a more magnificent manner. The foundation of a steeple is laid before this church,

church, which was designed to be very high. The piles on which it was to be erected, are not above one hundred feet square, and yet they are 6334 in number, and those very large. Nevertheless it was thought that these vast piles, or rather the ground, were not able to support the prodigious weight they intended to lay upon it; for which reason the steeple remains unfinished. The pulpit is a masterpiece of the kind, where the four evangelists and many other curious pieces of sculpture are represented. The glass-windows are adorned with paintings, among which the emperor *Maximilian* is described, presenting an imperial crown to the burgomasters of *Amsterdam* for the crest of the arms of this city. The organ is very large, and reckoned one of the best in the world. It has a set of pipes that counterfeits a chorus of voices, and has fifty-two whole stops besides half stops, with two rows of keys for the feet, and three rows of keys for the hands. Those who hear it play for the first time, imagine they hear a human voice. The grate dividing the chancel from the body of the church, is all of *Corinthian* brass. The branches of candlesticks are the fairest and richest in the seven provinces. There is a very fine marble monument erected to admiral *Ruyter*, who was killed at *Messin*.

The old church is a good ancient building, in which nothing is so remarkable as the monument of admiral *Hemkerk*, set up by the states-general, in memory of a successful expedition which this great sea commander made against the *Spanish* fleet on the 7th of *May* 1607, under the very castle and city of *Gibraltar*. This monument is composed of *Doric* and *Corinthian* work, and his statue is of alabaster in a martial habit, leaning upon the mouth of a cannon, with a naked sword in his left hand.

E

The

The whole is adorned with ships, colours, guns, drums, pole-axes, muskets, pikes, swords, and other military instruments.

The west, south, east, and north churches.

Lutheran church.

English and French churches.

The west church is a very good building, and has a noble steeple. The south church is also a pretty good fabric, as likewise the east and north churches, which are all worth seeing. The last of these stands by itself in a large market place, and appears very well. The *Lutheran* church is a fair structure, with two large galleries richly carved and gilt. The *English* and *French* have particular churches; not to mention several others of inferior note, with which I shall not tire the reader, but proceed to the stadthouse, or guild-hall, on which building alone the *Dutch* have laid out much greater sums than on all the churches in this city; the expence being computed at upwards of three millions of gilders.

Description of the stadthouse.

This noble town-house is a handsome oblong building of free-stone; the front, which is the length of it, extending two hundred and eighty-two feet; the breadth two hundred and thirty-five; and the height of the roof one hundred and sixteen. The pillars are of the *Corinthian* order; and the whole building is founded on 13659 vast piles of wood, contiguous to one another, driven into the earth with incredible labour; so that the foundation is said to have cost as much as the whole superstructure. The foundation was laid in the year 1648, the 28th of *October*; and the first stone by the burgomasters *Pacras de Graef*, *Valkenier*, and *Schaep*. While it was a building, the old stadthouse, part of which was already down, was burnt to the ground by some unaccountable accident. A great deal of silver was then melted, but the greatest loss was the papers and registers. Four years after this conflagration, the new edifice was in so great

for-

forwardness, that the burgomasters and city council met there *April* the 23d, 1655, tho' it was not yet covered; and the month of *August* they made a kind of consecration. The following *Latin* inscription in golden letters is read upon a black marble pedestal, on which is the statue of the *Virgin Mary*.

IV. Cal. Nov. CIO. IOO. XLVIII.

Quo compositum est bellum, quod fœderati inf. Germ. populi cum tribus Philippis potentissimis Hispaniarum regibus terra marique per omnes fere orbis oras, ultra octoginta annos fortiter gesserunt, asserta patriæ libertate & religione Auspiciis Cos. Pacificorum optimorum Gerb. Pancras. Jac. de Graef. Sib. Valkenier. Pet. Schaep. consulum filii & agnati jacto primo fundamenti lapide hanc curiam fundarunt.

That is in *English*.

The XVIII. of November MDCXLVIII.

The year the war was extinguished, which the United Provinces of the Netherlands so bravely maintained for upwards of fourscore years both by land and sea, in almost all parts of the world, against three Philips most potent kings of Spain, having by this means obtained their liberty and the free exercise of their religion; the foundation of this edifice was laid under the auspices of those excellent magistrates Gerb. Pancras, Jam. de Graef, Sib. Valkenier, Pet. Schaep, their sons and very near relations having laid the first stone.

The architecture of this building is very much esteemed; yet the connoisseurs find fault with it for not having a stately gate, instead of those seven

narrow arched doors which lead into the portico. The *Dutch* pretend by way of excuse, that the architect's fancy was to represent by these seven doors the seven *United Provinces*. At the entrance on the right hand is a noble hall, where a tribunal is held for the trial of criminals, adorned with marble statues, whose dejected looks seem to express a concern for the unhappy wretches that are brought before the court. The cornices and paintings of most of the chambers are finely carved, painted, and gilded, and the floors laid with marble. Below stairs is the office of the bank, and the prisons both for debtors and criminals, with a guard-chamber, where the citizens have their main guard, and the keys of the city are locked up every night.

The bank of
Amsterdam.

Here the vast sums are kept of which the fund of the bank is composed. The doors are proof against petards, and are never opened but in presence of one of the burgomasters. Here is a vast quantity of ingots and bars of gold and silver, of plate, and bags full of metal, which are supposed to be gold and silver. But as none but the burgomasters have the direction of the bank, it is impossible to know, or even to conjecture what proportion the credit of the bank has with its intrinsic value. From hence a handsome broad pair of stairs, but somewhat dark, leads into the burghers hall, which is 120 feet long, 57 broad, and 90 feet high; the marble floor is so laid as to represent, without any other lines than the veins of the stone, the celestial and terrestrial globes, the constellations in the heavens, and the situation of every country upon earth. Each of these marble maps, as they are called, are 22 feet diameter. At the end of this hall is the schepens or aldermens chamber, where civil causes are tried. In the galleries, which surround two square courts, there are several other chambers and
offices

offices belonging to the government, such as the chamber of their senate and council, the burgo-masters chamber, the treasury, the chamber of accounts, &c. Over these chambers in the second story, they have a large magazine of arms; and on the top of the building there are eight large cisterns of water, which are conveyed to any room in the house by pipes in case of fire, and the very chimneys by way of precaution are lined with copper. The cupola on the top of this magnificent building affords an agreeable prospect all over the country. It is a handsome round tower, rising fifty feet above the roof, supported by pillars, and adorned with statues. It is filled with a chime of bells, the biggest of which weighs near 7000 pound, and the second about 6000, the whole weighing 28000 pound, which are plyed by a brass barrel of seven feet and a half diameter, weighing 4474 pound. It has 7200 holes with iron studs that strike the keys by which the clappers of the bells are moved. These studs are altered once every month, according to the tune which they are to play. This stately edifice is not yet quite finished, which is owing, as some imagine, to an old prophecy, that from the time the stadthouse is finished, the republic will begin to decline.

The exchange at *Amsterdam* is a very handsome building, the foundation of which was laid in 1608, and the edifice entirely finished in 1613. It is 250 feet long, and 140 broad; built on three arches, under which the water of the river *Amstel* discharges itself from the canal called *Rockin*, into the *Dam rack*. These arches are stopt with wooden piles, to hinder the passage of boats. This precaution has been used, ever since the discovery of a plot which some villains had laid to blow up the exchange in full change time, by means of a boat full of gunpowder. The ground floor of this

The ex-
change.

The GRAND TOUR.

building consists of a gallery, which surrounds a neat yard extremely well paved. This gallery is composed of forty-six columns marked with a distinct number, each of which is allotted to merchants of a particular nation.

The admiralty office.

The house where the lords of the admiralty assemble, belonged formerly to the princes of *Orange*.

The arsenal.

The arsenal for their men of war is in the harbour.

This is a very handsome building, 200 feet long and 22 broad. The ground floor is filled with bullets; the second floor contains the arms and cordage; the third their sails, pulleys, flags, &c. This arsenal contains a great many curiosities, among the rest an *Indian* canow brought from the straits of *Davis*, and a conservatory of water on the top of the house, that holds 1600 tuns of water, which may be distributed, in case of fire, into sixteen different parts by leaden pipes. Hard by this edifice you see the dock or yard where they build their men of war. This dock is 508 feet long, and contiguous to it are houses for lodging the ship-carpenters. The dock is plentifully supplied with every thing necessary for the construction of ships.

The East-India house.

The *East-India* company keep their assemblies in a large building divided into several offices or apartments. In some of these they have great stores of packed goods, and likewise a room with all sorts of drugs, tea, wax, ambergrease, and musk. Here they have a magazine full of medicaments for surgeons chests, to furnish the company's ships and garrisons in the *Indies*; as also large magazines of nutmegs, cloves, mace, and cinnamon. In the court-yard there is a guard chamber, where every night the house-keeper has a watch; and on the other side of the gate there is a chymist, who with his men prepares medicines for the *Indies*; and adjoining to this court-yard is their warehouse and

and packhouse for pepper and gross goods. In the new part of the city they have a magazine or palace, which may properly be called an arsenal. The ground on which this building stands is 2000 feet, and square every way, reckoning the moles or burgwall about it. The two rope alleys are 1800 feet long, on the back side of which is a store of 500 large anchors besides small ones. In this arsenal they build the ships belonging to the *India* chamber of *Amsterdam*; for which reason they have all sorts of workhouses here for the artificers that serve the company.

There is a vast number of hospitals of all kinds Hospitals. at *Amsterdam*, which taking them all together, maintain not less than 20,000 souls; and 'tis observed of them, as of those in *England*, that they have more the air and appearance of princely or royal palaces, than that of habitations for poor people. In some of the hospitals for boys and girls there are 1500, in some 800, and in some 500 in a house. *God's house*, or the hospital for the sick, has above 80,000 guilders a year. There are places also where people may have their diet and lodging for life on the advancing of a small sum of money, which are called *Proveniers* houses. All these buildings are kept extremely clean and neat, and richly adorned with pictures. As for acts of charity, *Amster-* Charity to the poor. *dam* may be said to equal if not surpass all the cities of the world. At every house almost in the city there hangs a poor's box with a chain, in which people put money as they are disposed, especially on a sale of goods, or the concluding of any considerable bargain. These boxes are locked up by the deacons, a kind of overseers of the poor, who once a quarter go round the city, and take out the money. There are also men belonging to the hospitals that go about the town twice a week with a bell, begging for alms at every house, from

whence they are seldom dismissed without a few pence. They have several other ways of raising money for their poor, as by the play-houses, which pay half their profits to this use. Besides, every rope-dancer, puppet-player, as well as all those who pretend to entertain people at fairs in whatsoever manner, contribute a third part of their gains towards the support of the poor. Every person also who passes through a gate after candlelight, pays a penny to the same use; and what these and some other little taxes fall short of maintaining their hospitals, is supplied out of the public revenue.

Governors of
the hospitals,

The magistrates from time to time name the governors of the hospitals here as well as in other towns, and those that are appointed for this office are the most considerable persons in the city. They are all obliged, during the time of their administration, to visit the houses under their care, and spend one or two days in examining into their conduct and management. Here they order and direct whatever is to be done within or without doors relating to the care of the house. The men have their particular chambers where they meet, when they are to debate and consult about things that concern men, and are called the *Fathers*. The women have their particular chambers also, where they inspect into those things that concern housewifery, and fall within their province. This office is very honourable, and whosoever is named to it by the magistrates, never declines it, because he would be looked upon as a selfish person, and not well affected to the commonwealth. Besides, he could never after such a refusal pretend to any public employments, forasmuch as none are entrusted with any considerable offices that have not begun with this, and shewed their capacity, integrity, and good management.

The

The *Rasp-house*, or house of correction, is among other places very well worth a traveller's notice. It was formerly a monastery of the nuns of St. *Clare*, and appointed for this use in 1595. Here they shut up the young debauchees, or rebellious children that cannot be ruled by their parents. There are also some criminals confined here according to the nature of their offence, who are obliged to saw or rasp *Brasil* wood, or do some harder work. But the citizens children are not exposed to so much labour, by reason that their parents do not mean to treat them as criminals, but only to mortify them, and bring them to a better sense of their duty. Those that do not perform their task, are made to do it by dint of blows. But if this will not prevail, they are put into a dark cellar, where water is let in upon them, which they are forced to pump out incessantly, otherwise it will fill the cellar in about a quarter of an hour and drown them.

The *Rasp-house*, or house of correction for men.

There is another house of the like nature, which is called the *Spin-house*, where they lock up lewd women; and is so called because they are continually obliged to spin or sow. Those that can be at the charge of it, may have chambers for themselves. The unhappy recluses in this sort of houses, both here and in other cities of *Holland*, are but very few in number; which makes their hardship the severer, as they have the misfortune to be singled out for so disagreeable a confinement, when such numbers of their fellow-delinquents carry on their illicit trade with impunity. Besides, the manner of confining them is such, as the end thereby proposed, which should be that of reclaiming them, is not at all answered. For those under whose custody they are, who look like grave and sober matrons, permit gentlemen for a trifle of money (that *Dutch* god) to have access to them, so as

The *Spin-house*, or house of correction for women.

The GRAND TOUR.

to speak to one another through the grates; on which occasion it is customary for them to entertain their visitors with such abominable discourses and indecent actions, as are shocking to men of any sense or morality.

The academy and public library.

There is an academy here called the *illustrious school*, which was formerly a chapel; where public lectures are read on the oriental and other tongues; as also on divinity, philosophy, history, &c. The lawyers and the physicians have also their schools. Here are also five or six principal high towers, each of which has a great clock, and are so distributed, that the hours may be heard in any part of the city. There is also a public garden in the new plantation, that is, in that part of the city which was last inclosed, and is not yet fully inhabited. Here the curious may see a great many rare plants, which are brought from all parts of the universe. The library is likewise a pretty good building, near the *South Church*; well stocked with all sorts of good books for the public use of this city, as well as for foreigners.

The schools for rhetoric.

There is a settled custom in the *Netherlands* not unworthy of our notice, which is, that the cities and most of the villages have a house for rhetoricians, or rather for poets. For here, under the denomination of rhetoricians, are understood those that delight in poetry. As their inclination for verses is very strong, it engages the *Dutch* poets to erect public schools every where, in order to exercise themselves, and to acquire some reputation by their performances. *Amsterdam* has one of these houses, where they act their comedies, or propose some riddle, and distribute the several prizes for ingenious pieces. As those that are convened here are of different characters, they have therefore their several chambers to meet in. Even the boors come into these houses in fair time, and act some comical

comical pieces, which by their address are somewhat entertaining

It is also customary for strangers to see something of the famous *spiel* houses, or music houses Their music houses. in this city. These are a kind of taverns and halls where young people of the meaner sort, both men and women, meet two or three times a week, for dancing. Here they only make their rendezvous, but the execution is done elsewhere. Those who chuse to satisfy their curiosity in this respect, should take care to behave civilly, and especially not to offer familiarities to any girl that is engaged with another man, otherwise the consequence might be dangerous; for the *Dutch* are very brutish in their quarrels.

There are two suburbs to this city, one at the gate of the regulars, and the other goes as far as Suburbs of Amsterdam. *Overtoun*, a village a little way from *Amsterdam*, where boats which come from *Leyden* are rolled over land upon wooden rollers. There is likewise in this city an hospital for those that are infected with the plague, which was built in the year 1630, and has 360 windows.

This great and potent city is governed by a senate Government of the city of Amsterdam. consisting of six and thirty persons, who enjoy this honourable post for life. When one or more of them dies, the remaining senators chuse others in their room, the people having no share in the election. Thus, as *Sir William Temple* observes, this is far from being a democracy or popular government in our times, tho' it might have been esteemed so above 150 years ago, when the senators were chosen by the plurality of votes of the most considerable citizens, who met for this purpose in some church, or other convenient place. But most of the cities at the time above-mentioned becoming bigger and more populous, it was observed that these public elections were the occasion of a great

The senate.

many riots and seditions; for which reason the wisest inhabitants proposed to refer the elections of senators to the senate themselves, and to invest them with their right of chusing. Since that time all vacancies of this kind have been filled by the city council, without the intervention of the burghers; and this example has been imitated by the rest of the towns in *Holland*, who differ in little else but the number of their senators. Thus this government is rather oligarchical than democratical, tho' several who have but a superficial knowledge of the constitution, entertain quite a different idea of it.

Burgo-
masters or
mayors.

The senate elect the deputies to be sent to the states of *Holland*, and appoint the chief magistrates of the city, namely, the burgomasters and *skpens* or *eschevins*. The burgomasters of *Amsterdam* are four, three of whom are chosen every year, so that one of them keeps his office two years. But the three last chosen are called the *reigning burgomasters* for that year, and preside by turns after the first three months; for so long after a new election, the burgomaster of the year before presides; in which time it is supposed the new ones will grow instructed in the forms and duties of their office, and acquainted with the affairs of the city.

The burgomasters are chosen by most voices out of all those persons in the senate, who have been either burgomasters or *eschevins*. They represent the dignity of the city upon all occasions, and dispose of the inferior offices which become vacant during their regency, and of the public treasure and revenue of the city, being the only judges of what is necessary both for its safety and dignity. They keep the key of the famous bank, in which the treasure of so many nations is deposited; they have the care of public buildings, and appoint those whom they think proper to have the inspection of them, but reserve to themselves the inspection of the fortifications
of

of the city and of the stadthouse. In fine, they may properly be looked upon to have the executive power, as the whole senate have the legislative. Notwithstanding this employment is so much respected, and is attended with so much power, yet there is but very little profit annexed to it. The chief advantage arising from it, is its being a step to greater and more profitable places, as to be in the council of *Holland*, in the assembly of the states general, in the councils of the generality, or other colleges of the *United Provinces*. The salary of a burgomaster is only five hundred gilders, or about fifty pounds a year, tho' there are offices in their gift worth a hundred pound a year. But they make no advantage of the places they dispose of during the regency; for were it proved that a burgomaster either directly or indirectly took money for the disposal of any places whatsoever, it would ruin his reputation, and exclude him for ever from any future preferment. However we are to take notice, that their office puts them to little or no expence in their dress, equipage, and way of living, being attended on all solemn occasions by officers who have a stated salary on that account. As to entertainments that are made for foreign ministers or princes, they are at the expence of the public; and at other times the burgomasters appear with the garb and modesty of private citizens.

The eschevins or aldermen form a court of justice here as in every town. There are nine of them at *Amsterdam*, seven of whom are chosen annually, but two of the preceding year continue in office in order to instruct the new elect in relation to the state of affairs. A double number of candidates are nominated by the senate, out of which number the prince of *Orange* as stadtholder chuses whom he thinks proper. These eschevins are judges in all criminal causes; but in civil, after a certain value, there

Eschevins or
aldermen
compose a
court of justice.

there lies an appeal to the court of justice of the province. However, they never condemn any body to death, without first acquainting the burgomasters; not that the latter can annul their sentence when given by the majority of votes, but that the burghers may not receive sentence without the knowledge of those who are supposed to be their fathers and protectors, and consequently disposed to assert and maintain their rights in capital causes.

The treasurers.

The scout or sheriff.

The pensioner or recorder.

There are other offices subordinate to these supreme magistrates, which are, 1. The treasurers, who manage the public revenues and treasure of the city. 2. The *Scout*, whose business is to preserve the peace, to prevent riots, to seize on malefactors, to inform against them, and to execute the sentence of the court, and whose authority is like that of a sheriff with us. This magistrate has always a guard of constables in his house, ready to lay hold on those who have committed any capital crime. His power is so great, and his orders are such, that it would be felony to oppose him in the execution of his office. And yet the regularity of the police is so admirably well established, and the tranquillity of honest citizens so much regarded, that these constables do not seize a malefactor in a burgher's house, without first asking his leave; and then he has a right to insist upon the magistrate himself being present when the criminal is taken up, in case he is under any apprehension of excess or disorder being committed in his house. 3. The pensioner, who is a person well versed in the civil law and customs of the city, and appears as the minister of the burgomasters and of the whole senate, who advise with him in intricate cases. He makes public harangues, maintains their rights and privileges when any dispute falls out between them and other cities. He delivers messages likewise

from the burgomasters and senate, and instructs the magistrates when there is occasion, so that he resembles in some measure the recorder of an *English* corporation.

The militia of *Amsterdam* is very considerable. The militia;
They have sixty companies of foot, the least of them 200 men, and some 300, which at a moderate computation amount at least to 15000 men. In this number neither *Jews* nor anabaptists are reckoned, as they are not allowed to carry arms; but they are obliged to contribute to the maintenance of 1400 soldiers, who are kept in constant pay as a city-guard. They contribute also towards the night-watch, who patrol the streets the whole night to keep good order, and tell the hour of the night. The night-watch. There are also upon every church-steeple trumpeters, who sound every half hour; and if any fire breaks out in the city, they give a signal on which side it is, and ring the fire-bell to alarm the inhabitants, who have excellent ways to quench fires on such sudden and dismal occasions.

With respect to the trade of *Amsterdam*, a great Trade of Amsterdam,
deal has been said in the general description of the *United Provinces*; the immense trade of the *East-India* company centering, as it were, in this city. It may properly be called the magazine or storehouse of *Europe* for all sorts of commodities, with which it furnishes most nations. Thus the merchants of this city import immense quantities of corn from the *Baltick*; not that they want the half of it, but if there happens to be a scarcity in *Europe*, they generally sell it at double the price they paid for it. With their immense magazines of spices they furnish most parts of *Europe*, and a great many places in the *Indies* besides. They have an immense store of all manner of provisions of war, insomuch that several nations send to *Amsterdam* to buy arms, buff-coats, belts, &c.

&c. and there are even shopkeepers here who are said to be able to deliver arms for 4 or 5000 men, at a cheaper rate than they can be purchased any where else. This is owing to their vigilance and industry in ingrossing most of the iron-works on the *Rhine*, and other great rivers which run into *Holland*. They have a greater store of sawed and prepared timber for shipping than can be found in any nation in the world, by which means the neighbouring town of *Sardam*, which lies three miles from hence, is enabled to build ships 20 per cent. cheaper than they can be built in *England* or *France*; for which reason the *French* and *Spaniards* used to buy their ships in this city. *Amsterdam* is also the staple for quick-silver, not only to sell to the *Spaniards* for their use in the *Indian* mines, but also for the making of cinnaber or vermilion, with which this city supplies all *Europe*. There are several other particulars I could mention to shew the vast riches and trade of *Amsterdam*, as the immense quantities of wines they sell in the north and east seas, from whence they bring hemp, pitch and tar, with which they furnish *France*, *Spain*, and *Italy*. Besides, most of the manufactures of the other cities of *Holland* are carried on here, except that of *Delft* ware. Here they weave broad-cloth, woollen and hair-stuffs, silks, gold and silver stuffs, and ribbons of all kinds. Here they make gilt-leather, morocco, shammy, and many other sorts. Dying is also one of their most considerable manufactures. They have likewise refineries of sugar, salt, sulphur, yellow wax, &c. mills for sawing timber, for polishing marble, for drawing oil from several seeds, powder-mills, and fulling-mills. They make all sorts of tapestry, and have brought their linen manufacture to a very great perfection, especially that of sail-cloth, as also their paper manufacture, and the art of printing.

The

The confusion that would necessarily arise here ^{Coaches.} from the frequent use of coaches, by reason of the perpetual carriage of goods, as also the danger of shaking the houses, which, as I have already observed, are founded on piles, is the reason that very few, except strangers and physicians, are allowed to have any. There is a greater number of sleds, which are a heavy unpleasant carriage, and fit for none but old women.

The revenues of this city arise from an excise ^{Taxes and revenues.} on almost all the commodities or provisions of town or country that are bought and sold within the city and the district belonging to it; or else from the city rents, and the duties imposed on every house, by way of contribution, or tax, for public charities, repairs, ornaments, and fortifications: or from the extraordinary taxes imposed by the senate towards furnishing their part of the supplies granted by the states of *Holland* for the public exigency of the province: or, finally, from the taxes imposed by the deputies of *Holland* in the assembly of the states-general, for the welfare of the union. 'Tis reported, that the province of *Holland* contributes every year to the maintenance of the government upwards of sixteen millions of gilders; and that the payments made by the city of *Amsterdam* alone to the states-general, to the states of the province, and to the use of the city, amount to above sixteen hundred thousand pounds a year. The revenue of the city of *Amsterdam*, is said to be no less than 50,000 gilders a day. So long ago as the year 1650, the revenue of the excise of beer, flesh, and corn, which is carried to the mill, was let to the highest bidder at 1,600,000 gilders, without reckoning the excise of wine, turfs, &c. and taxes upon houses, which bring in a vast sum of money to the city-treasury. Add to this the income of weights, for which there are three very good

The GRAND TOUR.

good buildings in different parts of the town, and one in the *Dam* before the *Stadt-houfe*, which produces upwards of 100,000 gilders a year.

There are generally two or three *English* houses in *Amsterdam* for the entertainment of strangers. There are also two good *French* houses in the street called the *Nefs*, viz. *Letoile d'Or*, and the *Ville de Lyon*. Among a great number of *Dutch* houses, the best are said to be the *Keyzer's Kroon*, and the *Hof van Holland* in the *Galvaer straat*.

II. H A E R L E M.

Situation and
antiquity of
Haerlem.

HAERLEM is a large and populous city of the province of *Holland*, situated four miles east of the ocean, and seven miles west of *Amsterdam*, in east long. $4^{\circ} 20'$, lat. $52^{\circ} 30'$. It has eight gates, and is surrounded with a wall, and other fortifications, but of no great strength. The time of its foundation is not certainly known; tho' in the year 1155 it was a flourishing city. Those that pretend it was built by one *Lemo*, son to a king of *Friseland*, have no better foundation for their opinion, than those that will have the city of *Paris* to have been built by *Paris*, son to *Priamus* king of *Troy*.

In the year 1245, pope *Innocent*, who presided at the council of *Lyons*, having exhorted the Christian princes to undertake the Holy war, St. *Lewis*, king of *France*, and count *William*, set out upon this expedition, and arriving with their armies in *Egypt*, they found a great iron chain, which obstructed the passage of their ships. Upon which some of the vessels of *Haerlem* undertook to break the chain, and having performed it, the whole fleet came in, and facilitated by this means the taking of *Damietta*. In memory of this exploit, the arms of the city are a sword between four stars, and a cross over the

the point, with this motto, *vires vincit virtus*, valour overcomes power.

The burghers of this city were honoured with many privileges by *William* king of the *Romans*. In the year 1292, the faction of the *Casembrots* having seized upon this city, the most considerable houses were burnt and destroyed. But *Albert* duke of *Saxony*, making himself afterwards master of it, the ringleaders were punished, and the city fined 27,000 crowns, and deprived of all its privileges. In the year 1347, it was almost all burnt down by accident, and underwent the same fate three or four years after. In 1559, it was made a bishop's see, but did not preserve that honour long; for the states soon after threw off their allegiance, and embraced the *Calvinistical* religion. In the year 1572, the *Spaniards*, under the command of *Frederic* son to the duke of *Alba*, after having ransacked *Zutphen*, and put most of the inhabitants of *Naerden* to death, laid siege to *Haerlem*. The garrison, which consisted of 4000 men, made a very brave defence; and yet the town was taken at last, after the inhabitants, and even the very women, had exerted themselves with the greatest intrepidity in defence of their liberty. Upon the taking of the town, the *Spaniards* are said to have practised upon this poor unfortunate people the greatest of barbarities.

Revolutions
of *Haerlem*.

The buildings of *Haerlem* are all of brick, the streets wide and strait, and a great many of them cut thro' with canals, like those of *Amsterdam*. The waters are quickened here by the little river *Sparen*, which mixing with the canals, gives them course and circulation. To the southward of the town lies the lake called *Haerlem-meer*, which extends eastward almost as far as *Amsterdam*, and southward to *Leiden*, a shallow but dangerous passage for boats, which was very likely the occasion of cutting canals from this city to *Amsterdam* and *Leiden*.

Streets and
buildings.

Here

The great church.

Here is one of the fairest and largest churches of the seventeen provinces, in the walls of which there are cannon-bullets sticking to this very day, shot by the *Spaniards* during the above-mentioned siege. There are three organs in the church, and the model of the three ships that sailed from *Haerlem* to *Damietta*. In the steeple they have two silver bells, which were brought away from that place, and are rung every night at nine o'clock. This church is dedicated to *St. Bavo*.

The Stadt-house.

The *Stadt-house* is a stately building at one end of the market-place. In one of the apartments, which goes by the name of the *Prince of Orange's bed-chamber*, there are a great many valuable pictures, one especially representing the *Golden Age*, so admirably well done, that 'tis said (though it sounds a little upon the fabulous) a duke of *Tuscany*, in his travels through these parts, offered 1000*l.* sterling for only a leg of one of the figures. In the antichamber there is also another famous piece of painting, which at the siege of this town was sold for seven stivers, and is now valued at 2000*l. sterl.* There is also a very neat garden, with a curious fountain, belonging to the *Town-house*.

Number of houses and churches.

The number of houses in this city, pursuant to the computation made in 1732, are 7963; and the number of inhabitants is said to amount to between 40 and 50,000. There are four *Dutch* churches for the established religion, and nine ministers; one *French* church, and two ministers; one *Lutheran* church, and two ministers; one *Arminian* church, and one minister; five *Anabaptist* churches, and several private houses or chapels for the *Roman catholics*.

Trade of Haerlem.

Haerlem carries on a very great trade with *Amsterdam*. The inhabitants are famous for making and bleaching the finest linen-cloth, as also ribbons and tapes. They have mills by which they can weave

weave forty or fifty pieces of the latter at a time. They make the finest white thread and tapes for lace in the world, their bleacheries surpassing all others whatsoever, and their waters whitening cloth better than any other in the seventeen provinces. They have likewise considerable manufactures in silks and velvet, in which they drive a vast trade, especially with *Hamburg* and *Leipsic*. Their brew-houses may be reckoned among their manufactures, for the beer of this place being very good, is transported to *Friseland* and other places.

This city is reckoned the second in order among the voting cities in *Holland*, and sends its deputies unto all the colleges. The government consists of four burgomasters, seven eschevins, one scout, and two and thirty senators.

Vote in the
states of
Holland.

Haerlem boasts of the honour of having given birth to *Laurence Coster*, who, as they pretend, was the first inventor of printing, which happened about the year 1440. 'Tis true that this honour is claimed also by *Mentz*, *Straßburg*, and several other cities. This *Laurence Coster* is said to have hit upon this invention, as he was walking in the wood near *Haerlem*, by cutting the bark of beach trees into letters, and then stamping them upon paper as a seal. At first he made as many letters as could compose a line or two for the service of his brother-in-law's children, who afterwards invented a thick sort of ink to print with, which is what the printers use at present. *Laurence* changed the wooden into leaden letters, and these afterwards into pewter, and presently erected a printing-shop in his own house. One of the servants employed by *Coster* in this business, by name *John Faust*, or *Fusth*, the pretended conjurer of *Mentz*, stole away *Coster's* letters and printing materials, while his master and family were at church, and fled with them to *Cologne*, and from thence to *Mentz*, where

The art of
printing in-
vented at
Haerlem.

*Laurence
Coster* the
first inventor.

The GRAND TOUR.

he erected a printing-shop. This story is thus related by *Adrianus Junius*, who was born at *Hoorn* in 1504, and died in 1575. He assures us he had this relation from several people of credit, and the stealing of the letters in particular from burgomaster *Kwiryſ Taleſius*, and his ſchoolmaſter *Nicolaus Gael*, who both declared they had received the information from one *Cornelius* a bookſeller, about eighty years old, who had been ſervant to the inventor, *Laurence Coſter*. *Laurence* was an eſchevin, or alderman, at *Haerlem*, in the year 1431, and the firſt book that ever he printed, is kept in the *Stadt-houſe* for thoſe that are curious to ſee it. Be it as it will with regard to this ſtory of *Junius*, *Coſter* is ſuppoſed to have the greateſt ſhare in the firſt invention, as there are no books of *Fauſtus*'s impreſſion ſo ancient as thoſe of *Coſter*. However, the moſt uſeful improvement of this art is owing to another, who is generally ſuppoſed to have been one *John Mentel*. For *Coſter*, as well as *Fauſtus*, only engraved their characters in wood, and ſome ſay in metal; but *Mentel* was the firſt that diſcovered the method of caſting letters. *Aldus Manutius*, the famous *Venetian* printer, made conſiderable improvements ſoon after in this art, being the firſt that found out the *Italic* characters, and likewise the firſt that printed in *Greek* and *Hebrew*. The ſtatue of this *Laurence Coſter* is to be ſeen in the *Town-houſe*, and the following inſcription in letters of gold was put on the door of this houſe with theſe verſes:

Memoriæ ſacrum

Typographia ars artium omnium conſervatrix
Hic primum inventa circa annum 1440.

Vana quid archetypos & præla Moguntia jaſtas?
Haerlemi archetypos prælaque nata ſcias.
Extulit hic, monſtrante Deo, Laurentius artem;
Diffimulare virum, diffimulare Deum eſt.

Round

Round the town there is nothing but meadows, except towards the sea, where it is all downs. Within a mile's distance towards *Leyden* there is a very pretty wood, which affords a fine walk to the inhabitants of this place and those of *Amsterdam*. On the north side there is a suburb with very good gardens. The chief villages in the neighbourhood are *Hemstede*, *Sparnewou*, and *Tetrode*. Formerly the castles of *Brederode*, *Harlee*, and *Velsen* were near this place, but now they are ruined. *Helegon*, *Lis*, and *Salsum* are three considerable villages on the lake of *Haerlem*, about three miles distant from one another. When you are arrived half way between *Amsterdam* and *Haerlem*, you must step out of one boat to go into another, and there you see a stately palace, in which the lords called *Dyk-graves* have their apartments, when they come to settle affairs relating to the dykes and banks. Here are likewise two large sluices, with gates to let the water in or out from the *Haerlem-meer*.

Neighbour-
hood of
Haerlem.

III. L E Y D E N.

LEYDEN is a city of the *United Provinces* in the province of *Holland*, in east long. 4° , lat. $52^{\circ} 12'$, situated six miles east of the ocean, twelve north of *Haerlem*, nineteen south of *Amsterdam*, thirty west of *Utrecht*, fifteen from *Tergow*, nine from the *Hague*, and nine likewise from *Delft*, which bears south-west of it. It was built on the ancient channel of the *Rhine*, which passes thro' the city, and divides it into several islands, meeting again about the *White Gate*.

Situation of
Leyden.

This is esteemed one of the neatest and pleasantest towns in the *Netherlands*, and the largest in *Holland* next to *Amsterdam*. It has eight gates, whereof

Its extent,

Fortifica-
tions,

and build-
ings.

Antiquity of
Leyden.

Description
of the burg
or mount.

whereof the *White Gate* is the most considerable. The city ditches are broad and deep, and round the foot of the rampart there is a quick-hedge in the nature of a *fausse-braye*. From the *March's Gate* to that of *Amsterdam*, there is only an earthen rampart, but on the other side the rampart is faced with bricks, and has some bastions. The esplanade and ditches are adorned with rows of trees, having the rampart on one side, and either gardens or meadows on the other. The buildings are very beautiful and magnificent, the streets broad, well proportioned, and exceeding clean, with canals in the middle of them planted with rows of trees, in-
somuch that they may be compared to so many alleys of a well adorned garden. The principal streets are the *Rapembourg*, the *High-street*, and *Haerlem street*. This city contains three and twenty wards subdivided into ninety lesser parts, fifty islands, of which thirty-one may be sailed round by boats, 180 streets, 145 bridges, and forty towers on the walls. The city has for its arms argent with two cross-keys gules, and has the fourth rank in the assembly of the states of *Holland*.

Leyden is very ancient, as appears by several monuments, and among the rest from a round stone tower called the *Burgh* in the middle of the town, 610 feet in circumference, ascended by fifty steps, which according to some was built by the *Romans*, and to others by the *Saxons*; tho' *Jos. Scaliger* pretends it was built by the counts of *Ho'land* not above four or five hundred years ago. The bur-
graves of *Leyden* have taken their name from this burgh, which is an agreeable place enough, having some fruit-trees and hedges set in the form of a labyrinth to augment its beauty. From the top you have a prospect that commands the city, the adjacent meadows, the downs, and the *Haerlemer-meer*. *Plutarch* and *Ptolemy* speak of this city, the
Latins

Latins mention it also by the name of *Lugdunum Batavorum*, and *Antoninus* calls it the capital city of the *Germans*. In the year 1294 it was first enlarged, and the second time in 1355. In 1389 the south part was considerably extended, and the *Steenf. buur*, which is now full of fine houses, served as a ditch to the town. In 1419 it was besieged and taken, having declared for the bishop of *Utrecht* in the war between him and duke *Albert*. In 1573 the *Spaniards* laid siege to it under the command of general *Baldefez*, and finding they could not take it by force, they resolved to starve it. The inhabitants suffered an infinite number of hardships on this occasion, and tho' they were reduced to the greatest extremities, still they chose rather to perish, than deliver up the town. At last they broke the dykes of the *Maese* and *Iffel*, and the large meadows round about *Leyden* becoming a kind of sea, the *Spaniards* were so frightened lest they should be besieged themselves in their forts, and their retreat cut off, that they thought proper to abandon the siege.

Revolutions
of *Leyden*.

Siege in
1573.

There are several good churches in this city, Churches, among the rest the great church is reckoned one of the finest in *Holland*, being a handsome piece of structure, with a fine roof and large windows, and three rows of pillars on each side the quire. It was dedicated to *St. Peter* in the year 1121. The steeple is said to have been very high, and to have served formerly for a sea mark to ships that sail by *Catwic*; but there is nothing left of it now except the foundation; for it fell in the year 1509. There are several curiosities, antiquities, and monuments to be seen in this church. *St. Pancrass's* church was consecrated in the year 1544, and the bishop of *Utrecht* settled there a college of canons; but this edifice was not completed for want either of money or zeal. However, the foundation that

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was

was laid as far as the old *Rhine*, shews it was designed to be very large. Our Lady's church, called *Notre Dame*, was built twenty-six years after, and is now used by the *French* refugees. Several monuments are to be seen in this church, and among the rest that of *Joseph Scaliger*, with his epitaph in capital letters. The new church is a very good building, and of a circular form. They have hospitals here of all sorts, which are kept with that neatness so peculiar to this city: that of the orphans only maintains 900 children.

The stadthouse.

The stadthouse is a very good building, with a handsome stone front. There is a fine piece of painting of the last day of judgment, by *Luke of Leyden*, in the burgomaster's chamber; for which 'tis reported that the emperor *Rodolphus* would have given as many gold ducats as would cover it. There are also many excellent paintings, and the famous siege in 1574 is beautifully wrought in tapestry. The prison is very near the church of *St. Peter*, and on the other side is the house where count *William* was born.

Manufactures of Leyden.

This city is considerable for its woollen manufacture, which invites a number of poor people, who are driven out of their country by the misfortunes of war, or by persecutions on account of religion, to come to seek employment. Here they make excellent broad and narrow cloths, serges, and camblets, tho' inferior to those of *Great Britain*. The finest wool used in this manufacture comes to them from *Spain*, and the rest from *Germany*, *Turky*, and some clandestinely from *Great Britain* and *Ireland*. Their manufacture would certainly be much better, were they to have a greater supply of *English* wool; nevertheless their demand for *English* cloth has been much abated of late years, being able to serve their own people and other nations (especially the *Germans*) with cloth that serves their turn, tho' not so good

good as ours. And indeed they carry on a prodigious trade at present in this commodity, transporting their cloth into *Turky Asia*, and all parts of the world; insomuch that as *Amsterdam* is the staple for commodities brought from remote parts, so it may be said that *Leyden* is the staple for the cloths and several other manufactures of the country. Their gardens likewise yield them a very considerable profit, their garden-stuff being in so great esteem as to be carried as far as *Amsterdam*. These are said to have four or five crops in one year, and an acre of garden ground to be worth 250 or 300 *l.* an acre of arable 200 *l.* and an acre of meadow 140 *l.*

The old *Rhine* comes into the town by the gate of *Utrecht*; all other canals fall into it, especially on the other end of the town; and it ends at *Catwic*. Over this river there are four wooden bridges, and two of stone, one of which is the fairest and largest of *Leyden*, and is adorned with iron banisters. However, they have one great inconveniency, which is, that their water stagnates. Hence it is that during hot weather, the canals exhale some very ill scents, especially since the lake of *Soetermeer* has been drained. For the city was then refreshed by the tides occasioned by the wind, which made the water flow into the lake of *Haerlem*, and back again into that of *Soetermeer*. To prevent, in some measure, this inconveniency, two pretty large canals have been made, on one of which there are two mills that cast up the water into the town, and two more upon the other canal, which draw the water from the town; by which means it receives some refreshment. But this is maintained with a great deal of labour and expence, and yet does not answer in very hot weather when there is a calm, and the agitation of the air does not put the sweeps of the mill in motion. The

The old
Rhine comes
to *Leyden*.

The water
of their ca-
nals stagnates
and exhales
very bad
scents in
summer.

inconveniency of the stagnation of the water is therefore a great misfortune to this city; for one might venture to say, that if it had a running water, and a better market, it would excel all the cities of *Europe*. Besides, it wants a haven in the ocean, in relation to which they have had several consultations and projects. It was proposed at first to make one at *Catwic*, and again to open a passage by *Wassenaar*: but the proposals and projects came to nothing; for it was found that the land lies so low, that they dare not give the sea a passage for fear of drowning the whole country.

Fate of the
river *Rhine*.

Since I have made mention here of the *Rhine*, I cannot leave it without giving a remark made by a modern traveller (a) on the unfortunate destiny of this great river. The glory of other rivers, he says, increases proportionably to the length of their course, but this dwindles to nothing, and is utterly lost before it comes to the harbour. After it has been forced to divide itself at fort *Schencken*, where one half of its waters takes the name of *Wahal*, the *Yffel* robs it of another part a little above *Anheim*. Still it goes on to that city, tho' much weakened, and about twenty miles from thence is obliged to separate again at the city of *Duerstede*. Here its principal branch takes a new name, and is called the *Leck*; and the poor little stripped rivulet turns to the right, retaining still the old name of *Rhine*, and passes on to *Utrecht*, where it is divided a fourth time. The *Vecht* breaks off at that place, and takes its course to the *North*; and the little thread of water, which is yet called the *Rhine*, passeth quietly to *Worden*. At length it comes to bid its last farewell to *Leyden*, and faintly finishes its course by losing the small remainders of its waters in two or three canals, without having the honour to enter into the sea. We are not ignorant, says the

(a) *Misson*.

same

same author, of the cause of the *Rhine's* fate; it was an earthquake which shook the *Downs* in the ninth century, and filling the mouth of this river, forced it to return to seek a new passage. The *Leck* was then scarce worth notice, but the waters of the *Rhine* which were driven back, and overflowed the country, swelled and deepened the *Leck's* channel, and the entrance of the sea has been ever since shut up against the ancient course of the *Rhine*. Thus this poor river which runs such hazards in the lake of *Constance*, and throws itself down the precipice near *Staffhausen*, loses at length both its reputation and waters at the village of *Catwic*. 'Tis related by several good authors, that the tract of land called *Zealand*, was at that time divided into the several islands we see now: and that those lands, woods, and meadows, which were between *Amsterdam* and the *Texel*, were overflowed and covered with those waters now remaining, and known by the name of the *Zuyder-Sea*.

But what distinguishes this city more than any thing else, is the famous university founded here by the states-general, a year after the dreadful siege in 1573, to make the inhabitants amends for their losses, and the hardships they had undergone. In the year 1616, the university school was burnt, but it was soon built again better than before; tho' it is far from being an extraordinary structure. It consists of a large pile of brick buildings three stories high, in the uppermost of which the famous *Elzevir* had his printing room. This university has been celebrated for learned professors, such as *Lipsius*, *Scaliger*, *Salmasius*, *Heinsius*, and the late *Mr. Boerhaave*. The civil law and physick have been most flourishing here, because they have always had care to invite the most eminent in these professions. The number of the scholars is various, they have reached sometimes to above 2000,

Univerſity
Leyden.

The GRAND TOUR.

and sometimes there are not half so many. There are only two endowed colleges, most of the students boarding in the town. They wear no gowns, but swords and if they are matriculated they enjoy a great many privileges. Those that are above twenty years of age, have a tun of eighty stops of wine a year, and half a barrel of beer *per* month free from duty or excise. The professors never wear gowns but at lectures, and when they preside in public disputations. The university is governed by three curators in the nature of chancellor at *Oxford*. The rector, who is much like the vice-chancellor in our universities, is chosen annually out of three presented to the states. He has his *assessors* who sit with him, when there are any complaints to be heard, or quarrels to be decided. The scholars depend only on the rector; but if a member of the university is guilty of any criminal action, the lieutenant criminal may, with the consent of the rector, commit him to the stadthouse. Joining to the schools is a physic-garden, where the professor of botany reads his lectures. A great number of rarities are to be seen in the gallery of this garden, and in a place called the *Indian Cabinet*, to which this gallery leads. Among other things there is an ape, and a cat, which came into the world with wings: the hand of a mermaid: a stare with long ears: a vegetable *Priapus*, which is a curious plant: a monster issued out of a hen's egg; and several other curiosities. The greatest part of the animals, insects, and such other things, are preserved in vials filled with transparent liquids. The anatomy hall is an octagon, whose walls are adorned with pilasters and cornishes. Here you may see a vast number of skeletons of men and beasts, besides a great many remarkable curiosities, as plants, fruits, animals, arms, strange habits, pictures, urns, mummies, idols, &c. They have
a very

a very good library, founded by *William I.* prince of *Orange*, and considerably increased by those of *Hermannus secundus*, *Philip a Leydis*, and the famous *Joseph Scaliger*, who left it at least two hundred manuscripts in several oriental languages: not to mention the manuscripts of *Bonaventure Vulcan*, the books which *Golcus* brought from the *Levant*, and the almost daily increase which it receives from the books printed in *Holland* by the privilege of the states.

The country about *Leyden* is called in general *Rhineland*, where they make as good butter and cheese as in any part of *Holland*. The canals all round and thro' it are enriched with a vast quantity of fish. It contains a great number of fine villages, as *Leiderdorp*, *Alphen*, *Rietveld*, *Oud-boorn*, *Gnephoek*, *Aarlanderveen*, *Rynsaterwude*, *Leimuïden*, *Vriezekoop*, *Ka'slagen*, *Kudelftaart*, *Zevenhoven*, *Noorden*, *Nieuwveen*, *Uytenbuurt*, *Zoeterwude*, *Stompwyck*, *Zoetermeer*, *Leysdam*, *Voorschooten*, which keep their fairs once a year, and enjoy the same privileges and liberty as the cities, except sending deputies to the assembly of the states: To give a description of all these places, would swell this volume too much, for which reason I shall take notice only of three or four of the principal ones.

Country and
villages about
Leyden.

Alphen is an old village pleasantly situated on the south of the *Rhine*, about nine miles from *Leyden*. This is supposed to be *Antoninus's Abiniana Castra*, or the camp of *Alphenus Varus*, the *Batavian* general mentioned by *Tacitus*. It contains about 350 houses, inhabited by tradesmen and a great many innkeepers; for being the center of the province, it is the place where all the postilions meet. The navigation this way is also greater than in former times, for

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The GRAND TOUR.

in 1680, the *Rhine* was made deeper, and fitter for the passage of large vessels. In the district of this village lies the great sluice to bar the river *Gouwe*, made in the year 1284, and afterwards repaired. The possession of this sluice appears from history to be of very great advantage in stopping the progress of an enemy. In short, this village is one of the finest in *Holland*, adorned all round with beautiful gardens and pleasant meadows.

Leyderdorp. *Leiderdorp* is a village situated near two miles east of *Leyden*, a place very much visited by the people of *Leyden* for their diversion. It contains about 200 houses, four lime-kilns, a great many pleasant gardens, and a pretty good church. The boarding-school for the education of youth is very much enlarged: here, as in most all other towns and villages, is an alms-house for old men and women, who are kept exceeding clean and neat.

Leyssendam. *Leyssendam* is a village situated at the other side of *Leyden*, betwixt that town and the *Hague*, thro' which you must pass as you travel from *Amsterdam*, *Haerlem*, &c. to the *Hague*, *Delft*, &c. It is noted for fresh fish, and is very much visited on that account by the inhabitants of the neighbouring parts, the innkeepers being much more tractable and obliging than those at *Scheveninge*. So that for a party of pleasure, especially for fishing, it is reckoned preferable to any other village in *Holland*.

Catwick. *Catwick upon the sea*, is a pleasant village in summer, but very much exposed to the insults of the ocean in winter time, which has destroyed a great part of it. When the *Rhine* disembogued itself that way into the sea, there was a square castle at its entrance, which has been swallowed up since by the waves. This castle was built by the *Romans*, who made it their arsenal against the *Britons*. The foundation of it has been lately discovered, and

and may be seen at low water, when a southerly wind has blown hard for some days. Hither the *Leyden* scholars come to take a walk, and eat fresh fish.

IV. *The H A G U E,*

THE *Hague*, or *Gravenhage*, is in east longitude 4° , latitude $52^{\circ} 10'$, situated two miles east of the sea, nine north-west of *Rotterdam*, and nine south-west of *Leyden*. It is called in *Latin* *Haga Comitum*, in *French* *la Haye*, and in *Dutch* *Gravenhage*, that is the earl's grove or wood, as formerly the earls or counts of *Holland* had here a country house. This place was little mentioned till about the year 1250, when *William II.* count of *Holland*, and king of the *Romans*, removed his court from *Gravesande*, a village twelve miles distant. From that time it has always been the seat of the government, and, since the commencement of the republic in 1579, it may be reckoned the capital of the seven provinces. Tho' it is called only a village, because it is not walled, and sends no deputies to the states, yet it surpasses many cities, which enjoy that privilege; and for extent, number of people, and opulence, may be ranked among the best cities of *Europe*. It contains above 5000 houses, and is inhabited by 40 or 50,000 souls.

Situation,
extent, and
pleasantness
of the *Hague*.

This beautiful place lies in the center of a great number of fine cities and villages, with which it has an easy communication by canals, on the sides of which a thousand agreeable objects perpetually arise. For wherever the traveller turns his eyes, he sees either beautiful country houses, magnificent gardens, fine meadows, or charming villages.

The GRAND TOUR.

The *Hague* stands on a dry soil, somewhat higher than the rest of the country. But that elevation is not so considerable as to occasion any sensible change in the course of the water.

The inhabitants breathe a better air than those of the other cities; and have more agreeable scenes without the town for health and recreation. On the south is a large extent of fine meadows, and the prospect of the city of *Delft*; on the east is the principal canal; on the north a pleasant wood; and on the west the walk to *Scheveling* and the sea. And inded, go which way you will, you find delightful paths, or walks paved with bricks, and shaded with several rows of trees; so that the neighbourhood of the *Hague* exhibits, on all sides of it, whatever can form a fine landskip.

The buildings of this place are magnificent, the streets for the most part large, and several of them shaded with fine trees. There are a great many squares in the middle of it, which are planted, and form very agreeable walks. The people are more polite than in other places, the coaches numerous, and the air exceeding good.

Every body knows that the *Hague* is the seat of the states-general, and of the states of the province. 'Tis in this place the supreme courts of judicature are held, and the public affairs transacted: here also the ambassadors and envoys of foreign princes are admitted to audience, and keep their residence; as likewise most of the nobility of the country, not only by reason of their having a share in the government of the state, particularly in the other provinces, but moreover because this way of living is more agreeable to their quality.

The Court.

The first place of note in this proud village is the Court, which stands almost in the center; it is moated about on three sides, and on the fourth it is washed by

The NETHERLANDS.

by the *Vyver*, or fish-pond. There are three entrances into it over so many draw-bridges, which might be drawn up in case of a tumult: at one side of this court the stadtholder resides; and the states-general, the states of the province of *Holland*, the council of state, the council of the nobility, and the sovereign courts of justice, hold their assemblies here in different apartments. The buildings are old and irregular, and the out sides not very magnificent. The states had a mind to build a noble palace for the stadtholder, of which a model was made in one of the rooms of the court; but the prince happening to die, they have only repaired some parts of the old building.

Palace of the
stadtholder.

In the middle of this court is a great hall, which resembles very much *Westminster-hall*: it was built in 1250 by *William II.* count of *Holland*. The inside is large, the walls and ceiling are adorned with colours, drums, and other trophies of victory taken from the enemy: the names of the battles, and the time in which they were taken, are written underneath. At the end is a scaffold or wooden structure, where the state-lottery is drawn: through this hall the states may go to their apartment. In the afternoon, when the states are not assembled, it is worth while to see their rooms, of which some are plain enough, but others are very magnificent, and adorned with fine pictures. I think it will not be amiss to give a short description of them.

The chamber, where the states-general assemble, is plain; it is hung on one side with tapestry, and on the other side are the pictures of the six princes of *Orange*, stadtholders of *Holland*; *William I.* *Maurice*, *Frederick Henry*, *William II.* *William III.* king of *Great-Britain*, and *William IV.* They are all placed in order, exquisitely well done, and at full length. At the head of the room,

Description
of the state
rooms.

The GRAND TOUR.

over the chimney, is the picture of *Prudence*, and at the opposite end that of *Fortitude*. In a corner of the room is a weather-glass, of which the frame is much admired for its sculpture: in the windows lie several books of maps, &c. in readiness to be consulted on occasion. The table at which the members sit, is long, covered with green cloth, upon which are pens, paper, and ink in readiness. This table is surrounded with chairs, at the upper end stands one belonging to the stadtholder, which in beauty is distinguished from all the rest.

The states other room, which is very beautiful and magnificent, is called *the chamber of Truce*; because it was here the truce for twelve years between the republic and the *Spaniards* was concluded in 1609. It is very luminous; the windows, which are grand, front the *Vyver and Vyverberg*; the ceiling and sides of it are adorned with pictures carved and finely gilt; above one of the chimneys is the picture of king *William III.* which is the best that ever was done of that prince; over the other chimney is the picture of prince *William IV.* late stadtholder of the *United Provinces*, which is exquisitely well done. Ambassadors have their public audiences of the states in this great chamber, in the middle of which stands a large magnificent table, set round with chairs. Near this chamber is a little room, to which the ministers withdraw for private conferences. It is very plain, and has round it twelve small but fine pictures, representing the whole history of *Claudius Civilis*, done by the famous *Hans Holben*; besides these chambers there are several belonging to the states of the province of *Holland* worthy to be seen.

Next to this court, which is called the inner, is another called the outward; it is much larger and more open than the inner. The horse-guards draw up here as the foot do in the inner court; they

they are cloathed in blue faced with red, are finely mounted, and make a very good appearance. The most remarkable house here, is that of the master of horse belonging to his highness the prince of *Orange*, whose stables are beyond this house. At the gate thro' which you go out of the outer court into the *Plaats*, is the prison for state criminals, where the unfortunate *De Wits* met their fate. This place is always shewn to strangers. The *Plaats* opens to the *Vyverberg*, a most delightful part of the *Hague*: it is called *Berg*, or hill, because it is an eminence made with earth dug out of the *Vyver*, or large bason of water at the bottom of it. It is planted with several rows of trees, and fine shady walks with seats in them; and has on one side a row of handsome buildings, and on the other the *Vyver*, which affords a very grateful prospect in a summer's day.

The *Noord Eynde* is a long streight street, that reaches from the *Scheveling's* gate almost to the great market. At the beginning of this street, coming out of the *Plaats*, stand the *English* and *German* churches: the last begin their devotion at eight in the morning; the *English* at ten, and end about twelve. The houses here are good, and about the middle is the *Oude Hooff*, or old court; which formerly belonged to king *William*, but after his decease, fell to the king of *Prussia*. It is a large modern building, with two advanced wings supported by high arches, from the angles of which runs a noble ballustrade. In the middle of it is the principal gate, and at each end are two lesser ones: this ballustrade, which is of iron gilt, separates the court from the street. Over the gate still remain the arms of *Great Britain* and *Nassau Orange* within the garter. The *Prussian* family having made themselves heirs to king *William*, as prince of *Orange*, they have a right to the arms of that

The GRAND TOUR.

prince ; but what right they have to those of *Great-Britain*, I do not know. There was formerly a library here open to the public : behind the house lies a magnificent garden, which extends quite down to the canal that surrounds the *Hague*.

Voorhout and
the mall.

From the *Noord Ende* there are two avenues to the *Voorhout*, the most celebrated part of the *Hague*; it consists of the mall and two ways for coaches on each side ; beyond which are two parallel rows of magnificent houses, chiefly occupied by persons of the first quality : the mall is railed on both sides, and is almost the same thing here as *St. James's park* in *London*. The taste of this place is quite changed ; in former times there was a fine appearance of coaches perpetually driving round this beautiful spot, and the mall was crouded with the *beau monde* on foot. But this diversion, which was formerly so captivating, is no longer pursued : excessive gaming has succeeded, and is now become the reigning passion of the place.

The most remarkable buildings here are the cloister church, and at the upper end of the mall, the *Hotel of Opdam*, or *Wassenaar*, a new structure built by the late count, who spared no cost to bring architects and other artists from *Italy* and *France*, in order to make it as compleat as possible. It is, indeed, built in the most elegant taste, and being the best situated of any house in this place, it may be called, in some sense, the *Buckingham-house* of the *Hague*. Had it been as large and magnificent, as it is neat and beautiful, it would have been too bold a structure for a subject to erect in a republic, where all men are in a manner equal by the constitution. But the owner had not room to enlarge his habitation so as to give any offence. Behind it, out of sight, there is inded a great extent of building, and a noble garden.

From

From the *Voorhout* to the wood, you pass thro' the new or little *Voorhout*. It is railed about like the other, and adorned with high trees, and several very beautiful new houses, among which that of Mr. *Swartzo*, the *Jew*, is the finest. It has two advanced wings, which form a court in the front, and, upon the whole, it is one of the handsomest structures in the *Hague*.

The little *Voorhout* opens to the new *Princesses Graft*, one of the noblest parts of the *Hague*; it is a row of fine buildings which front the wood, from whence they are separated only by a neat broad pavement and the canal. It is inhabited by persons of distinction, and is the most delightful and coolest part of the *Hague* in summer, but most chill and disagreeable in the winter.

The *Jewish* synagogue stands here, which has not been long built, nor does it front the street. It is very neat and fine within, and is well worth being seen by the curious traveller; which pleasure he may have every *Saturday*. One may understand the *Jewish* rites and ceremonies better by seeing a synagogue, and being present in time of worship, than by the tedious dry study of all the books in the world: the method of acquiring knowledge by the eye, is easy and pleasant. The *Jews*, in their synagogues, are civil enough to strangers.

Behind this street lies the magazine or military store-house. It is a lofty building, principally designed for founding cannon, and was built in one year, during the war with *England* in the time of *Charles II.* It has a *Latin* inscription, which is in substance, *That for the sake of obtaining and preserving peace, their High Mightinesses the States-general of the United Netherlands had caused this magazine to be erected.* In the *Casuari-street*, near the *Princessgrast*, stands the *French* play-house, which

is

The GRAND TOUR.

is neither so large nor so fine as might be expected at such a place as the *Hague*, being far inferior to the theatre at *Brussels*. The actors generally come from *France*, and other parts to the *Hague*, and are chiefly supported by the court, by foreign ministers, and by officers. There are no seats in the pit here, so that you are obliged to stand during the whole representation, which is very tiresome: the pit is one guilder, the boxes of the first row four shillings, and the rest in proportion.

The *Plains*.

Coming out of this street you enter the *Plain*, called in *Dutch* *het Pleyn*. It is a beautiful grove, laid out in several cross walks, and surrounded with stately houses. The foot-guards, after being examined before their officers houses, whether their arms and cloaths are clean, join at this place, in order to draw up to the court. At the end of this place is a handsome stone building, where the council of war is kept; but in former times it belonged to prince *Maurice of Nassau*, who built it in 1650; it stands pleasantly upon the *Vyver*, and is one of the handsomest pieces of modern architecture at the *Hague*. The other side of the *Plain* makes the entrance into the *Poote*, where stands a noble house formerly occupied by lord *Chesterfield*, but now by the prince of *Wolfenbuttle*, general of the *Dutch* troops. At the end of this street is the *Spuy*, which is in a manner the harbour of the *Hague*, the market boats lying here and in several branches which run through other parts of the town: large vessels come no farther than the *Beer-kay*, a large canal just by the *Spuy*, where the buildings are neat, and inhabited chiefly by shopkeepers and innkeepers.

Poor-house.

The *Arm-buys*, or poor-house, stands pleasantly on the canal. This is a large handsome building, and has a spire with a clock: it maintains about 400 boys and girls, who are the children of decayed

cayed citizens, besides several old women. They are kept wonderfully neat, and extraordinary care is taken of them in other respects. There are four or five hospitals more in the *Hague*. of different kinds, which are maintained at a great annual expence of the inhabitants; few of these houses either here, or in other cities of the provinces, being so amply endowed as to require no supplies from the fixed or voluntary contributions of the people. They compute, that in the *Hague* upwards of 100,000 florins, or 10,000*l. sterling*, are annually collected for the use of the poor, either in the churches, or from door to door, beside the fixed rates, legacies, and supplies out of the public treasury. From the last the poor of each parish have 2 or 300*l. sterling* a year; and in case of a dear year, or the increase of the poor, the consistory or vestry have only to apply to the magistrate for an extraordinary supply of 2 or 300*l. more*, which is cheerfully and immediately paid them.

The *Lepers-house* is the last of that side of the *Lepers-house, Hague*; it stands near the canal, is surrounded with a wall, and has a pleasant garden; on the top of it is a small spire: it is now inhabited by old people, who give a sum of money, for which they are entertained in a very handsome manner for life.

The *Wage-street* is one of the longest and most *Wage-street.* airy streets of the *Hague*, but not considerable in other respects. It is tolerably well built, extends from the *Wage-bridge* almost to the great market, and is crossed by the *Fleming* and *Spuy* streets, both which are spacious and well inhabited.

Near this part of the *Hague* is the *Prince Graft, Prince-* one of the most beautiful and magnificent streets *Graft.* in *Europe*. It is near half a mile in length, broad in proportion, and as straight as a line: a fine canal, adorned on both sides with shady trees, runs through the middle of it. The bridges over it are
of

The GRAND TOUR.

of hewn stone, with iron rails upon the sides of them. There is little noise and hurry here, so that the inhabitants seem to enjoy the tranquility of the country. The buildings, especially those lately erected on one side of the street, resemble palaces more than private houses, and are inhabited by persons of the first rank. There cannot be a finer prospect than this canal from either of the ends of this street. The *Spinhouse*, or house of correction for such young women as have made a false step, stands in the middle of this place. It is so called, because many of them are confined for a certain number of months, or years, and are obliged to spin, sew, or do any other work for their livelihood. Every body is admitted to see them, paying two-pence to the porter; so that they are made a public show; which makes them worse instead of growing better. Near the further end of this street is the *Hofje van Nicosp*, one of the most beautiful hospitals of that kind. It was built in 1661, by one *Newport*, a *Roman-catholic* woollendraper, for sixty poor widows of his own religion; but the states obliged him to allow the *Protestants* an equal share in his charity. The contrivance of the building is admirable, without being either too lofty, or too mean for the use intended. It may truly be called an original, and serve as a model for all other foundations of the same kind. The structure is longer than it is broad, but uniform in every thing else. It takes in a large spot of ground, in which every inhabitant has a garden. The outer gate is handsome, and adorned with a bold group of figures, alluding to the charitable uses of the house. After you pass the gate, you come into a handsome portico, from whence runs a vista thro' the middle of the gardens, which terminates at a building with a fine turret upon it and a clock. This is the public hall, which the founder seems
also

also to have intended for a place of devotion to his large family. Every inhabitant has her room in the row of buildings on each side of the court and gardens. On the postern gate are these two lines altered from *Horace*.

*Vivitur hic parvo bene, ubi gratuitum
Splendet in mensa tenue salinum.*

Turning to the right-hand you enter into the *Westeinde*, which is a long street terminating in the great market: here flesh is sold in the shambles, but they are not much frequented by the *Dutch*, who have more pleasure in another hard by, called the fish-market, where you have great variety both of sea and river fish. They are all brought to market alive, and kept in troughs full of water. The *Dutch*, who are epicures in fish, are so nice, that they buy none but what are alive; so that if there be any dead, they are either thrown away, or sold to the poor for a trifle.

Near the great market stands the *Stadhuys*, or town-house. It was formerly but an ordinary building, but is now rebuilt in a modern taste. It fronts the great church: the space between them is used for public executions. A scaffold is erected on such occasions before the windows of the town-house, where the magistrates sit, and sees the sentence executed. This building is plain and handsome, so that it differs nothing from a private house: however, the bench on which the judges sit, is finely gilt and carved; and over it there is a mythological painting on the administration of justice, exquisitely well done.

De groote Kerk, or the great church, is large, and has a pretty high steeple: the shell of it in other respects is not considerable. There is a magnificent organ here. The *Dutch* delight much in church music;

music; for this reason every parish that can afford it, have an organ in their church. The choir, which is separated from the body of the church by a ballister, is darkned by the great number of escutcheons affixed to it. Many persons of quality are interred here, and among the rest the baron *D'Opdam*, one of the most famous admirals *Holland* ever produced. His *Mausoleum*, which is very magnificent, was erected at the charge of the republic. His epitaph, which is long and pompous, gives an account of his great transactions, and particularly of that wherein he was killed, when his ship was blown up by the *English* in 1666.

Diversions at
the Hague,

The month of *May* is distinguished at the *Hague* by the *Kerm's*, or fair, which is held at this time, and lasts a week. The *beau-monde* used to go in masquerade about the streets on this occasion, and to divert themselves several other ways, as is done during the carnival at *Venice*. But the principal diversion now is walking about the fair, and buying sundry commodities, or riding out in chaises, which from their lightness are properly called phaëtons: common people divert themselves in play-houses which are erected at that time on purpose; some of them deserve to be seen for their drollery. The troops quartered at the *Hague* exercise commonly every day from the month of *April* to *June*. From *June* to *October* the gentry are most of them gone to their country seats: after their return, they divert themselves in going to public assemblies or gaming houses. The most noted of these is the coffee-house upon the plain, formerly kept by *Rosselly*: here gentlemen meet one another to make appointments for other diversions. In winter, when snow and frost make the people in other countries sit near the fire, the *Dutch* have their greatest diversions, which consist
in

in riding in sledges, and skating upon the ice, where it is as pleasant as at a fair in summer time. Besides those entertainments, strangers that like to know what is carried on in the learned world, may spend their leisure hours in booksellers shops, most of whom understand, besides their mother tongue, one or two languages, *Latin, French, or English*. The best house of entertainment for strangers at the *Hague*, is said to be *Marshal Turenne* in the *Houd-street*. There is also an *English* house or two for the same purpose.

A description of the Environs of the Hague.

THE *Hague* being surrounded on all sides with delightful villages, it will be proper to give a description of those that are most worthy of notice: we shall begin with *Scheveling*, a place usually first visited by the curious traveller.

Village of SCHEVELING.

The road that leads to it is a low, straight, paved *Scheveling*, walk, cut through the downs or sandy hills at great expence. It is adorned on each side with double rows of trees. At the gate or draw-bridge, there are waggons, chaises, or coaches always to be hired at a few minutes warning.

About a quarter of a mile from this gate, is the fine one that opens into the road, at which all passengers, except the fishermen of *Scheveling*, pay one farthing: this tax (*a*) is towards keeping the way in repair. Between the two gates is a little river, that makes a murmuring noise; a thing which would not be regarded in other countries,

(*a*) This tax brings about 4000 guilders, or 400 *l.* a year to the states.

but

The GRAND TOUR.

but in this is a very great rarity. On the left-hand are two handsome houses: the first has good paintings in fresco, and several moral sentences upon it: the other is just at the gate, and is generally inhabited by some ambassador.

Entering the walk, you see the steeple of *Scheveling* church at the farther end. In a very hot summer's day, coming out of the sun, one is as cool here as in a grotto.

About half a mile on the left-hand lie *Portland's gardens* (a), to which a short avenue leads: they are well worth seeing. There is no house here except the gardener's. There is a seat here, where king *William* and queen *Mary* used to rest themselves, when they took a walk without attendants. There is a very good orangery, the fruit of which, at least for its colour, is not inferior to that of *Spain*.

On the opposite side of the road, amongst the downs, stands the *Scheveling* gibbet, which we only mention to shew that this village was formerly a considerable town, of large jurisdiction and privileges, before the sea broke in, and made such a wreck of it.

This road is exactly two *Eng'ish* miles, or about three quarters of a *French* league in length. In the middle, there is a large round opening or oval, from whence *Scheveling* steeple strikes the eye. There are some seats and high benches, upon which the fishermen of this place rest their burthens, as they bring their fish to the *Hague*.

The village consists of one pretty street, with the church at the farther end of it. The houses, tho' little, are so neat, that one would scarce take them to be inhabited by fishermen. The largest

(a) *Sorgvliet*.

of them stands on the downs, and has a prospect to the sea, being an inn where you may go and have a dinner drest, if you like to pay for it twice as much as it is worth; for all the innkeepers of this place are remarkable for large bills.

From a very old plan of the *Hague*, and the adjacent country, which was to be seen in the stadthouse, but is lately taken down, it appears, that the church of *Scheveling* stood in the middle of the village. By a later plan, taken before the road was made, and when the *Hague* was one third less than it is now, there were above half as many houses between the church and the sea, as between the church and the road. The church is now almost the farthest building towards the sea. This is the consequence of inundations from the sea, which at different times have destroyed so much of this famous village.

The spire of this church, and those of *Gravesande* and *Monster*, three leagues to the south, serve for land-marks to vessels at sea. Yet the whole province of *Holland* is so very low, that these spires are seldom discernable above three or four leagues off at sea; so that in hazy or thick weather, it is a dangerous coast. The charity of the *Dutch* is so universal, that many even of the villages have alms-houses: there is a neat one here for old men.

During the fine season there is a great concourse of people, some in coaches, some on horseback (which is an uncommon sight in *Holland*) and others on foot, to see the fisherboats out at sea, and diverting themselves, some one way and some another, on the sands. And indeed there is not a pleasanter or more refreshing place any where for coaches, chaises, or people on foot, than the sands, especially when the sea is out. Bathing in the salt water

The GRAND TOUR.

of *Scheveling*, has been thought to be very wholesome and medicinal.

The House in the Wood.

One of the greatest ornaments of the *Hague* is the adjacent wood. You enter it by three handsome draw-bridges upon the canal that surrounds the *Hague*. It is about a mile and an half in length, but not near so broad; and lies on the north of the *Hague*. More deer, hares, and other animals, were formerly to be seen in it than it has at present. There is now a spot of ground railed in for the preservation of the few that remain. It is the only wood in the province, except that of *Haerlem*. The trees are chiefly oak, and the soil sandy, which makes walking in it something heavy.

The mall.

There are several roads thro' the wood, but no artificial ones except the mall, which is of great use to the inhabitants for taking the air, to men of letters for meditation, and to statesmen, who here may drive about in their coaches, to unbend their minds, and refresh their bodies in the quiet and serenity of solitude.

At the extremity of the wood, above a mile from the *Hague*, stands the palace of *Orange*, commonly called the house in the wood. It is a neat and beautiful structure, built for a house of mourning by *Amelia* of *Solms*, widow of *Frederick Henry* prince of *Orange*, as is signified by an inscription in gold letters round the gallery. The house is moated round, but so as to have a large grove before it cut into walks, and a large garden behind it: the whole is not seen till one is just upon it. The entrance is over a draw-bridge, and thro' a gate, with the arms of *Nassau Orange*, and those of *Great Britain* quarterly at top; prince *William*, son of the before-mentioned *Frederick Henry* and *Amelia*, who built the house, having been married
in

in 1641, to *Mary*, eldest daughter of king *Charles I.* of *Great Britain*. Within the gate, on the right, you find a long shady walk. The stairs are grand: on each side there is a statue, one of *Ceres*, and the other of *Pomona*, of admirable workmanship: they are something bigger than the life, and carry their respective ensigns. In the entrance on the right, are two white marble statues of *William I.* and prince *Maurice*; and on the left, those of prince *Frederick Henry* and *William II.* Here you enter the principal apartment, which is of an octagonal form, exceedingly fine and magnificent. The floor is of walnut-tree, and covered with rich carpets. In the cupola there is a gallery for musick, and in the middle of the cieling the picture of the princess *Amelia* in mourning. The windows (which are always kept shut to preserve the paintings) look into a magnificent garden, into which the descent is by hanging stairs from a stately glass door.

But what constitutes the principal ornament of this saloon, and indeed of the whole house, are its exquisite paintings, all executed by the great *Flemish* masters, and particularly by *Rubens*. That of *Vulcan* in his shop, which is aptly enough placed near the chimney, is the work of that great master, and esteemed the best piece in the collection. And, indeed, one could hardly take one's eye off it, had not every other picture some peculiar beauty to recommend it. The triumphs of *Frederick Henry* entirely occupy one side of the saloon.

On each side of the chimney, on the floor, are placed the busts of the prince and princess of *Orange*, done out of a block of white marble; but neither the situation nor sculpture represent their highnesses to advantage. The painter, who has drawn their pictures, has done more justice to the originals.

The GRAND TOUR.

On each side of the saloon are different apartments. There is a rail of rich *India* japan work, which runs along the foot of the princess's bed, and is inlaid with mother of pearl, and other precious stones, that cast a twinkling light, like the stars in a dark night. It is an exquisite piece of work, and is said to have cost 28,000 gilders.

In one of the drawing-rooms there is a flower-piece valued at 15,000 gilders, done by *Schius*, a *Flemish* master, who excelled in drawing flowers. He also painted the stadthouse at *Maestricht*, where he calls himself *Reginæ Succæ pictor*. To this room belongs a closet curiously wainscoted with fine *Japan* work.

On the prince's marriage with the princess royal of *Great Britain*, his serene highness caused two additional wings to be added to this charming seat, which before was not large enough to accommodate his family, but is now abundantly commodious for that purpose. The new buildings are in the same taste with the old. The hall, or dining-room, is very fine; the cieling, chimney-piece, and sideboard, adorned with a cascade, are of the finest marble, and in a grand taste. From this room there is a passage to the *English* chapel, intended for the use of her royal highness, which is not yet finished.

From the back gate lies the road to *Leyden*. The walk that leads to this gate, has the steeple of *Voorburg* church in prospect, at the distance of two miles. The road to this village is straight, and adorned with rows of trees on both sides the way.

The village of VOORBURG

Village of
Voorburg.

Is remarkable only for its antipuity, its vicinity to the *Hague*, and for a boarding-school, where the *French* tongue, writing, and accounts are taught to

to the youth of the country, and to foreigners, especially *English*. There is likewise at the *Hague* some of the same kind of schools, also at *Gouda*, *Iselmonde*, *Maarsen*, and many other places. The *Dutch* being reckoned the best accomptants, and the most expert of all nations in trade, strangers are thereby induced to send their children to be educated in those schools. This village is thought to be the oldest in *Holland*. It appears by the medals and inscriptions found in the foundations of an old castle, that it was built by the *Romans*.

After having taken a turn in this village, one may return in the *Leyden* boat to the *Hague* by the canal.

The palace of RYSWICK.

The village of *Ryswick* stands two short miles from the *Hague*, and three from *De'ft*, almost on the road between the two towns. It is remarkable for the prettiness and cleanness that distinguish the villages of this country from all others in the world. The *Ryswick* road is a very beautiful walk, well paved, and adorned with rows of lofty trees, and delightful meadows on both sides.

You pass through the village to the palace, which stands about a quarter of a mile farther. It is too much shaded with trees, as indeed most seats of this country are. It is a very noble structure, all of hewn stone, of great extent in front, but perhaps not proportionably high. It is adorned with a marble stair-case, marble floors, and a magnificent terrace. It belongs to the prince of *Orange*, but is commonly occupied by some other person. There is a good prospect of it from the canal between *Delft* and the *Hague*.

Treaty of
peace at
Ryswick,

This palace is famous for the treaty of peace signed here between the confederate powers of *Europe* and *France*, in 1697.

V. D E L F T.

Situation and
circumference of
Delft.

DELFT is a city of the province of *Holland*, in east long. $4^{\circ} 5'$, lat. $52^{\circ} 6'$, three miles south-east of the *Hague*, thirty-one south west of *Amsterdam*, and six north-east of *Rotterdam*. It is pleasantly situated in a large plain of meadows, and was built by *Godfrey crookbacked*, duke of *Lorraine*, who conquered *Holland*. The circumference of this city is about two miles; it is of an oblong figure, surrounded by an old wall and ditch, and defended against inundations by three dams or dykes. It holds the third rank in the assembly of the states of *Holland*, and has a chamber, as we have elsewhere observed, in the *East India* company. Its arms are argent and pale sable.

Arms.

Revolutions
of *Delft*.

This is one of the most ancient cities of *Holland*; for we find mention made of it in 1062. The inhabitants having formerly favoured the factions of the *Hoecks*, and incurred upon that account the displeasure of *Albert* of *Bavaria*; this prince laid siege to the town, and after six or seven weeks, made himself master of it. Upon which he destroyed the castle and fortifications, and fined the citizens ten thousand crowns. In the year 1536 it was burnt down; at which time it was observed, that a stork, unable to save her young ones, threw herself after them into the flames. The city was rebuilt soon after, and became as flourishing a place as ever. The number of houses are reckoned at 5088; and the inhabitants computed at more than 22,000.

Number of
inhabitants

They

They had formerly a good trade in cloth and Trade.
beer; but at present it is pretty much declined;
the beer, however, is very good, and brings still a
great deal of money into the country. The town Earthen
is celebrated for its earthen ware, having been ware.
formerly esteemed the best next to *China* ware;
but that of *Dresden* is much superior to it
at present. 'Tis observed also, that it cannot
endure the fire so well as other earthen
ware.

Delft is a very agreeable quiet place, being the re-
treat of wealthy merchants who have left off business.
There are two churches here for the established Churches.
religion, and seven ministers, besides a *French*
church and two ministers. The *Lutherans* have
likewise one, and the *Roman catholics* two or three
chapels. The two churches are called the *Old* and
New, and are good buildings, being adorned each
of them with a very high steeple. In the latter is
the tomb of *William*, first prince of *Orange*, who
was assassinated in this city in 1584, by *Balthasar*
Gerard, a native of *Franche Comté*. The prince's Tomb of the
statue in marble is upon the tomb, and another in first prince of
brass, armed *cap-a-pe* standing by it, and *Fame* *Orange*.
sounding over him, with this motto, *Te vindice*
tuta libertas. A dog lies at his feet, which, pursu-
ant to tradition, died of grief at the death of his
master. There are several other brass and marble
statues round the tomb, that serve to adorn it.
Prince *Maurice* and prince *Frederic Henry* have
monuments erected to them in the same church,
which are visited by travellers as extraordinary
pieces. Prince *William IV.* was buried here in
1751, as being the burial place of all the stad-
holders.

The public buildings taken notice of in this city The Stadt-
are the *Stadthouse*, which stands at the end of the bouse.

market place, and is a very good structure. Over the door are written the following verses :

*Hic locus odit, amat, punit, conservat, honorat,
Nequitiam, pacem, crimina, jura, probos.*

The arsenal. The arsenal of the states is also worth seeing, the magazine of powder belonging to which accidentally blew up, and destroyed great part of the town in the year 1654, but it has been since rebuilt to great advantage. *Delft's* haven, which belongs to this city, lies within two miles of *Rotterdam*, and has a communication with *Delft* and *Rotterdam* by a canal. It is strongly fortified, and defended with three dams against inundations.

VI. ROTTERDAM.

ROTTERDAM is a city in the province of *Holland*, in east long. $4^{\circ} 20'$, lat. 52° , situated on the north bank of the river *Maese*, about thirty-seven miles south of *Amsterdam*, nine south-east of the *Hague*, and fifteen to the eastward of *Briel*. It is a large and populous city, of a triangular figure, handsomely built of brick, the streets wide, and well paved. There are ten gates to the town, six of which are at the land side, and four at the side of the *Maese*. It is supposed to take its name from the *Roter*, or *Rotter*, a little river that falls into the canals of this city, and from *Dam*, a dike. 'Tis uncertain when it was first built; and though it is supposed to be very ancient, yet we find no mention made of it before the thirteenth century. In the year 1270, it was surrounded with ramparts, and honoured with several privileges; but twenty-seven years after it was taken by the *Flemmings*.

In

In the year 1418, *Brederode*, chief of the *Haecks*,^{revolutions,} made himself master of it; since which time it has continued yearly to increase by means of the conveniency of its harbour. Its arms are vert, a pale^{and arms of} argent, quarterly in a chief on the first and third,^{Rotterdam.} Or, a lyon spotted sable, on the second and fourth a lyon spotted gules.

Rotterdam is not reckoned one of the principal cities of the province, because it has not been always in its present flourishing condition. The *Dutch* call it the first of the second rank, whereas it ought to be esteemed the second of the first, being, next to *Amsterdam*, the most trading town in the *United Provinces*. Its port is very commodious; for the canals which run through most parts of the town, bring the ships, some of two or three hundred tun, up to the merchants doors; a conveniency for loading and unloading which is not to be found in other places. The great ships go up into the middle of the town by the canal into which the *Maese* enters by the *old head*, as it comes out by the *new*. A stranger, upon his first entering this place, is astonished at this beautiful confusion of chimnies intermixed with tops of trees with which the canals are planted, and streamers of vessels; insomuch that he can hardly tell whether it be fleet, city, or forest. The *Harring-Vliet* is the finest street in *Rotterdam*; most of the houses are new, and built of hewn stone. The *Boom-keys* lies delightfully along the *Maese*, which is here near a mile and a half broad. This street is above half a mile long, extending from the *new* to the *old head* or point, the two places where the water of the *Maese* enters the city. On the one side of it there is a magnificent row of trees and houses, and on the other the river, with ships continually sailing up or down, or at anchor.

This key is the general resort of people of condition, whom it serves instead of a mall.

Frequented
by *British*
merchants.

This port is much more frequented by the *British* merchants than *Amsterdam*, insomuch that after a frost, when the sea is open, sometimes three hundred sail of *British* vessels sail out of the harbour at once. There is always a large number of *British* subjects who reside in this town, and live much in the same manner as in *Great Britain*. The reason of the great traffic between this place and *England*, is because the ships can generally load and unload, and make returns to *England* from *Rotterdam*, before a ship can get clear from *Amsterdam* and the *Texel*. Hence the *English* merchants find it cheaper and more commodious, after their goods are arrived at *Rotterdam*, to send them in boats over the canals to *Amsterdam*. Another great advantage they have here for commerce is, that the *Maese* is open, and the passage free from ice much sooner in the spring, than in the *Y* and *Zuyder-sea* which lead to *Amsterdam*.

The glass-house here is one of the best in the seven provinces; it makes abundance of glass toys and enamelled bowls, which are sent to *India*, and exchanged for china-ware, and other oriental commodities.

College of
admiralty.

There is a college here of admiralty, called the college of the *Maese*, the chief of all *Holland* and the *United Provinces*. The lieutenant-general, admiral of *Holland*, is obliged to go on board of a *Rotterdam* ship in the *Maese* when he goes to sea, and then he commands the squadron of the *Maese*.

On the east side of the city there is a large bason and dock, where ship-carpenters are continually employed for the use of the admiralty, or of the *East-India* company. But the largest ships belonging to the admiralty of *Rotterdam*, are kept at *Helvoetsluys*, as the most commodious station, that place

place being situated on the ocean; for it requires both time and trouble to work a large ship from the dock of *Rotterdam* to the sea.

Rotterdam has four *Dutch* churches for the established religion. There is one thing very remarkable, in respect to the great church, that the tower which leaned on one side, was set up straight in the year 1655, as appears by the inscription engraved on brass, at the bottom of the tower within. In the choir of this church are celebrated, with no small solemnity, the promotions made in the *Latin* schools. Besides, there are two *English* churches, one for those of the church of *England*, and the other for the Presbyterians; and one *Scotch* church; as likewise one *Lutheran*, two *Arminian*, two *Anabaptist*, four *Roman catholic* chapels, and one *Jewish* synagogue.

Tho' the public building here are not so stately as those of *Amsterdam* and some other cities, yet there are several of them well worth seeing. The great church of *St. Laurence* is a good old building, where are many stately monuments of their old admirals. From the top of this church one may see the *Hague*, *Delft*, *Leyden*, *Dort*, and most of the towns of south *Holland*. There are several fine market-places, as three fish-markets, the great market, the new market, and the hogs market. The *Stadthouse* is an old building, but the chambers large and finely adorned. The magazines for fitting out their ships, are very good structures. The *Exchange* is a noble building, begun in the year 1720, and finished in 1736. Upon the *Great Bridge* in the market-place, there is a fine brass statue erected to the great *Erasmus*, who was born in this city in 1467, and died at *Basil* in *Switzerland*. He is represented in a furred gown and a round cap, with a book in his hand. The statue is on a pedestal of marble, surrounded with rails

The GRAND TOUR.

of iron. Just by, one may see the house where this great man was born, which is a very small one, and has the following distich written on the door :

*Ædibus his ortus mundum decoravit Erasmus
Artibus, ingenio, religione, fide.*

There are always two or three *English* houses for the accommodation of travellers at *Rotterdam* : the *Swine-Hof* in the market, is reckoned the best of the *Dutch* inns.

VII. D O R T.

Situation of
Dort.

DORT, or *Dordrecht*, is a city of the province of *Holland*, in east long. $4^{\circ} 40'$, lat. $51^{\circ} 47'$, situated on an island in the river *Maese*, upwards of forty miles south of *Amsterdam*, and twelve south-east of *Rotterdam*. This city is very antient, and the first in dignity of those that compose the states of *Holland*. It is the capital of a small country called the *Bailiwick of Dort*, and is reckoned very strong, by reason of its situation between the *Maese* and the river *Meruwe*. The natives call it a *Virgin*, pretending it was never taken; tho' it was closely besieged in the year 1304 by the duke of *Brabant*, who had taken possession of almost all *Holland*. But their greatest security seems to consist in their waters; for besides the rivers above-mentioned, which are of a very great breadth near this city, a large lake called the *Biesbos*, incloses it on the south and east. This city, with the district about it, became an island by an inundation which happened in the year 1421, whereby the banks of the *Maese* and *Meruwe* were broke down, and a large tract of land between *Dort* and *Brabant* laid under water. This inundation is said to have destroyed near seventy-two towns and villages, and upwards

Great inun-
dation 1421.

upwards of a hundred thousand people. Since that time the inhabitants have taken such care to drain the country, and keep such good watch to preserve it, that most part of the towns and villages have been rebuilt. The lands which lie about are fertile, and the air temperate.

The town is large and populous, the streets broad and well paved, the houses high and built of brick. Its situation makes it very convenient for commerce; but it is particularly remarkable for its great trade in wines, especially *Rhenish*, ^{Trade.} which it sends over all the country. The public ^{Public build-} buildings are most of them handsome, among which ^{ings.} those that deserve to be seen are the *Stadthouse*, the *Exchange*, the *Hospitals*, and the *Public library*. The churches are good old structures, especially the great church, dedicated to the Virgin *Mary*. The *British* merchants have likewise two churches and particular privileges, it being the staple not only for *Rhenish* wines, as already mentioned, but also for corn, wood, coals, and other commodities that are brought down the *Rhine* and the *Muse*. The town abounds also with fish, but ^{Remarkable} especially salmon, of which they have sold in some ^{plenty of} years upwards of 8000; insomuch that servants ^{salmon.} used formerly to make a bargain with their masters, not to be obliged to eat salmon above twice a week. The reason assigned by the inhabitants for this great plenty of salmon is, that some ships loaded with tobacco having been cast away in the north, the bitterness of this herb drove the salmons on the coast of *Holland*, at which time vast numbers of them came up the *Muse*. In was in this ^{Synod of} city the national synod was held in the year 1619, ^{Dort.} for terminating the religious differences between the *Arminians* and the *Gomarists*, concerning predestination. The arms of *Dort* are gules, a pale argent.

VIII. T E R V E R E.

Situation of
Terwre.

Its fortifica-
tions and
harbour.

Its revolu-
tion.

and trade.

The *Stadt-
house*.

TERVERE, or *Vere*, is a sea-port town in the province of *Zealand*, in east long. $3^{\circ} 35'$, lat. $51^{\circ} 38'$, situated on the north-east coast of the island of *Walcheren*, within six miles of *Flushing*, and three miles north-east of *Middleburg*, with which it communicates by a canal. This place is regularly fortified towards the land with strong bastions, and a broad ditch, and towards the sea with a stone-wall. The harbour is very good, but lies much exposed to inundations. The arsenal is one of the best in *Zealand*, and furnished with all manner of stores for a considerable fleet. This is the third walled town in the isle of *Walcheren*, and has the sixth place in the assembly of the states of *Zealand*. It has three gates towards the land, and one towards the sea, where vessels come from *Dort*, *Zirickzee*, and other places. This city was first encompassed with walls in the year 1368; and in 1552, the emperor *Charles V.* made it a marquise for *Maximilian* earl of *Boszu*, who sold it to *Philip II.* king of *Spain*. In the year 1572 it was taken by the prince of *Orange*, and in 1581 it was given him by the states, or, as others say, it was purchased by him for 1,456,000 gilders. In this family it continued till the death of king *William*, when it fell to the father of the late prince of *Orange*. It was taken from the late prince by the states, and restored to him again upon the revolution in 1747, when he was declared stadtholder of the province. The inhabitants are reckoned very boorish, and are chiefly occupied in the herring-fishery, which is their harvest. There is little to be observed in the town but the *Stadthouse* begun in the year 1704, and the great church, the steeple

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steeple of which is low and unfinished. Under the jurisdiction of *Tervere* is *Oostkapelle*, a very pleasant village; it has several large buildings, with beautiful gardens and a noble castle.

IX. M I D D L E B U R G.

MIDDLEBURG is the capital city of the island of *Walcheren*, in the province of *Zealand*, in east long. $3^{\circ} 30'$, lat. $51^{\circ} 33'$, situated about fifty miles south-west of *Rotterdam*, and as many of *Breda*, and twenty-five north-east of *Bruges*. This city takes its name from its situation in the middle of the island. It is allowed to be a very antient place, though the history of its foundation is uncertain. Some say it was built in 836, under *Eggard* count of *Walcheren*, against the *Normans*; others affirm it was built in the year 1000 against the *Flemmings*, when they began to make incursions into the island of *Walcheren*. Certain it is, that in the year 1106 there was a monastery at *Middleburg*, and that it was walled in 1132. The inhabitants, it seems, had the name of burghers given them in 1223, and the privileges of citizens allowed them by their lords or princes.

Situation of
Middleburg.

Its antiquity.

Middleburg has the first seat in the assembly of the states of *Zealand*; it is large, handsome, and populous, the streets broad and well paved, the public buildings magnificent, especially the *Stadthouse* and churches, of which there are no less than twenty. The city is of an oval figure, and affords a fine prospect at a distance; it is environed with a broad canal stored with fish. On the outside there are pleasant walks, beautiful gardens, and fine meadows. The whole town is surrounded with a wall, a moat, and other fortifications. At present there are

Fortifica-
tions.

The GRAND TOUR.

are eight gates, and a fine fortified harbour; this harbour is about two miles long, broad and deep in proportion; it was enlarged by an act of the emperor *Charles V.* in 1530, and again by orders of the same in 1540. The city is divided into thirty-three parishes, and has about 4000 houses inhabited by 26,000 souls, who drive a great commerce in wines with *France* and *Spain*, and with *England* in coals, cloth, &c.

Churches.

There are six churches for the use of the *Dutch* in this city, one *French*, one *English*, a *Lutheran*, and a *Roman* chapel. The old church was built in the year 1284: it is an old building in the figure of a cross; the inside has nothing remarkable but the tomb of the two brothers *John* and *Charles Evertsen*, both killed in the year 1666, in an engagement with the *English*. The new church has a fine pulpit, which is allowed to be a masterpiece; it stands upon an eagle, and is beautifully carved. The eastern church, so called from its situation, is a modern piece of architecture, of an octagonal figure, with a noble cupola over it.

The Stadthouse.

The *Stadthouse* is a fine old building, situate on the market-place, adorned with five and twenty fine statues representing the counts and countesses of *Holland*, whose names are written underneath, and end with *Charles V.* who was the thirty-fourth count of *Zealand*: it has a handsome tower upon it, adorned with fine bells.

The place where the states hold their court, was formerly an abbey: it is an old building; but the inside is adorned with large rooms, which are worthy of a traveller's notice because of their tapestry: there is also a room hung round with trophies taken from the enemy, likewise the picture of king *William* in full length, with those of admiral *de Ruyter* and *John Evertsen*.

The

The bank is a neat building, with several apartments. There are four commissioners, who are chose out of the states, and enjoy this office for life: there are likewise four book-keepers, two cashiers, and one assayer. The bank opens every day in the morning from nine to eleven, in the afternoon from three to five. Less than five and twenty pound *Flemish* money cannot be brought in, nor taken out. They make up their accounts three times a year, and the city is accountable for the bank. The bank.

The *Latin* school is a lofty building, and by some judged the most commodious and finest in all the *Netherlands*. Upon the green-market stands a high building, which was formerly the arsenal, but is now the horse-guards: here are two strong prisons, where men and women are made to expiate their misdeeds by hard labour.

The *East-India* house stands at the right-hand, at the entrance of the harbour; it was rebuilt and enlarged in 1710. Here are several large store-rooms, and fine apartments, in one of which the directors of the *East-India* company hold their assembly. At the other side of the harbour are several buildings, and a large dock. The great market-place is one of the largest and finest in all the *Netherlands*; here they keep their annual fair in the month of *July*, and sentence is executed on malefactors. Besides this, there is a market where plenty of fish is sold, and another where they sell fresh greens of all sorts. The *East-India* house.

The Exchange is a tolerable good building, the foundation of which was laid in the year 1468. On the outside are the stone-statues of two earls and countesses of *Zealand*; and at the end of it two eagles are always kept; for it is said, that by an ancient custom no justice can be administered without two eagles. The *Bedlam* of this place is also worth The exchange.
Hospitals;

The GRAND TOUR.

worth seeing, as likewise the hospital for the aged and decrepit, and another for orphans, in which there are 400 boys and girls employed in weaving, spinning, and making bone-lace. This is a fair building, with a pleasant garden and shades to walk in the summer. There is also the *Burghers Weeshuys*, a new building erected in the year 1718, out of the money left by a lady for that purpose, where none are allowed but children whose parents have been burghers in this city. Not far from hence there is a large pond, which being filled every spring-tide, and emptying itself again, makes a continued stream thro' all the canals and ditches of this city, which keeps them from stagnating. Round the town, on the outside of the works, there are two rows of tall lime-trees; and three, nay, in some places four, in the inside.

Trade.

This place has a very considerable trade, and abounds in wealthy merchants. For the convenience of commerce a canal has been cut from an arm of the sea to the city, by which means merchant vessels are enabled to come into the middle of the town. It is the staple of *Spanish* and *French* wines. Wood is very scarce, instead of which they burn *Scotch-coals* and *Holland-turf*, as also in the rest of *Zealand*.

Fort and
harbour of
Ramekins.

About a mile and a half from hence lies the fort and harbour of *Ramekins*, to which a person may go by a canal. This was formerly one of the most famous harbours of all *Zealand*, situated between *Flushing*, *Middleburg*, and *Armuiden*. *Mary* queen of *Hungary*, sister to *Charles V.* and governess of the *Netherlands*, built a fort here by order of the emperor, which she named *Zeeburg*, at the entrance of the isle of *Walcheren*; but now it is called *Ramekins* from its haven. In the year 1573 this fort was taken by *Charles de Bossu*, and put into the hands

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hands of the prince of *Orange*. This ancient fort, tho' not very regular, has thick walls of brick and stone lined with earth, and a great many guns planted above and below. By its situation it commands the passage up to *Middleburg*, and was one of the cautionary forts belonging to the crown of *England*.

X. FLUSHING.

THE road from hence to *Flushing* is a fine causeway ten or twelve feet broad, paved with hard bricks, but the horse-way is paved with stones. The trees on each side make it a very pleasant walk in summer. On both sides there are many agreeable country seats, with curious gardens, adorned with marble statues, and other ornaments.

Flushing, or *Vlissingen*, is a sea-port town in the province of *Zealand*, in east long. $3^{\circ} 25'$, lat. $51^{\circ} 30'$, situated on the south coast of the isle of *Walcheren*, three miles south of *Middleburg*, and about fourteen north-east of *Sluys* in *Flanders*. This is the second city of the isle of *Walcheren*, and has the fifth place in the assembly of the states of *Zealand*. Its beginnings are very obscure, for it was but an inconsiderable place before the fifteenth century, when *Adolphus* of *Burgundy*, who was lord of the town, had it walled in. Before that time it was a poor country village, inhabited chiefly by fishermen, and resorted to only by travellers, that were going to *Flanders*. It was one of the first that threw off the *Spanish* yoke in the sixteenth century. The fortifications were enlarged by *Maurice* prince of *Orange* in 1609. Since then it is become a very

Situation of
Flushing.

Its origin,

name,

arms,

and fortifications.

very famous city, insomuch that several authors call it the key of the *Netherland* sea. Its name is supposed to be derived from *Flesch*, a *Dutch* word, signifying a flask, because it has somewhat of that figure; for which reason its arms are a flask crowned. It is fortified with a strong stone-wall towards the sea, well mounted with brass guns, and towards the land with thick broad bulwarks, and a ditch about a hundred feet broad. Above one half of it is surrounded with the sea. It suffered much by inundations, especially in 1530 and 1662. In time of war it flourishes more than the other towns, because of the great number of privateers; in the last war with *France*, they had no less than 25 privateers, mounted with about 500 pieces of cannon, and 3500 men. In the year 1749, a fire broke out in the arsenal, by which the court belonging to the prince and the old church were burnt down to the ground. In the year 1688 a harbour was made here by the states-general, so large that a fleet of eighty men of war may be laid up in it. In the year 1744, the sluices of this harbour were broke, but it is now almost repaired, the first stone of the new sluice having been repaired in 1750.

Trade.

This was one of the cautionary towns delivered to queen *Elizabeth* by the *Dutch*, as a security for the money she had advanced them against the *Spaniards*. The city carries on a very considerable trade, having a good harbour; and is reckoned the richest place in *Zealand* next to *Middleburg*. There are several good buildings here, and among the rest the *Stadthouse*, which was begun to be built in 1594, after the model of that of *Antwerp*, tho' not so large. The prince of *Orange* is lord of this place, having been restored to his right, in the same manner as to the marquissate of *Tervere*, by means of the revolution in 1747. The prince's house

It is a lordship belonging to the prince of *Orange*.

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house deserves also to be seen, where we meet with this device, *Je maintiendray*, written in many places in letters of gold. Adjoining to the prince's palace there is a small park of red deer. The houses of gentlemen and merchants are very fine, and kept as neat and in as good order as those in *Holland*.

XI. Description of the other towns in Zeeland.

IN our general account of *Zealand*, we observed that this country is divided into seven principal islands, four of which are on the western branch of the *Scheld*, namely, *Walcheren*, *South Beveland*, *North Beveland*, and *Wolferedyke*; and three on the eastern branch of the *Scheld*, to wit, *Schouwen*, *Duveland*, and *Tholen*. The principal island is *Walcheren*, the remarkable towns of which are, 1. *Middleburg*. 2. *Flushing*. 3. *Tervere*. 4. *Armuiden*. The three former having been described, there remains only *Armuiden*.

Armuiden is a sea-port town in the isle of *Walcheren*, in the province of *Zealand*, in east long. $3^{\circ} 35'$, lat. $51^{\circ} 30'$, situated at the mouth of the canal of *Middleburg*, and three miles east of this city. It had once a very good trade by reason of its convenient harbour, which was deep enough to receive the largest ships; but the harbour having been since choaked up, it is now but an inconsiderable town. Tho' it was a long time before it was walled, yet it was ranked among the cities by reason of its trade, and now enjoys the same privileges as *Middleburg*. In the year 1572, it was forsaken

The GRAND TOUR.

forfaken by the inhabitants; but the prince of *Orange* having taken *Middleburg*, fortified it, and engaged the inhabitants to come back. The buildings, both public and private, sacred and profane, are very neat; and they ftill carry on a fmall trade, by their fifhery and by refining bay-falt.

The next ifland is *South Beve'and*, whereof the only town of confequence is that of *Goes*.

G. u.

Goes, or *Ter-Goes*, is a fea port in the province of *Zealand*, in eaft long. $3^{\circ} 45'$, lat. $51^{\circ} 30'$, fituated ten miles eaft of *Middleburgh*, and thirteen weft of *Bergen-op-Zoom*. The name and rife of this city is very uncertain; we find no mention made of it before the year 1166, when the count of *Holland* granted it fome privileges, and in the year 1300 it was known to be a fortified town. It belonged to the lords of *Borſelen*, but that illuſtrous family becoming diſtinct, the lordſhip came to the counteſs of *Holland*. It ſuffered much by inundations in 1539, but was reſtored by the care of the magiſtrates, and by the favour of the emperor *Charles V.* The *Dutch* took it in 1577, and fortified it in 1585, ſince which it has increaſed in people and in riches, tho' it is not very large. The city is neatly built, has fix gates, ſeveral handſome buildings, among the reſt the great church, which was burnt down in 1618, and built again much handſomer and larger than before; the *Latin* ſchool; the orphan houſe; and the old men and womens hoſpital. There are three market places, of which the corn-market is the beſt. The inhabitants apply themſelves very much to agriculture, and have a good trade in mead, falt, and grain, eſpecially in the latter, with which they are plentifully furniſhed by reaſon of the fertility of the ifland. Small veſſels come up to the town by its channel.

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The islands of *Welferdike* and *North Beveland*, have no towns in them worth taking notice of; so that we meet with nothing but villages, till we come to the isle of *Schowen*, in which we find the towns of *Zirickzee* and *Browerhaven*.

Zirickzee is a sea-port town in the province of *Zirickzee*. *Zealand*, in east long. $3^{\circ} 54'$, lat. $51^{\circ} 45'$, situated on the south side of the island of *Schowen*, on the channel which divides *Schowen* from *Duvel*, fifteen miles north-east of *Middleburg*, and about twelve from *Armuiden*. This city is said to be the most ancient in *Zealand*, and is fortified with strong ramparts and bastions. *Requesens*, the *Spanish* governor, took it in the year 1575, on which occasion the *Spanish* troops performed a most gallant action, having passed on foot in the night time through the sea channels that divide the isle of *Schowen* from that of *Duveland*, where they were often obliged to wade up to the shoulders in water, whilst the enemy opposed their passage. It was formerly famous for its trade and harbour, but the latter has been since choaked up with sands. However, the industry of the inhabitants continues to render it still serviceable. The town is large, handsome, and populous, and has several good buildings. The church called the *Munster*, dedicated to *St. Levinus*, one of their apostles, is a very beautiful structure, and the best in the province. The walls of the town are old, and the ditches are ordinary; yet it is strong by situation, and by the convenience of laying the country under water.

The fishery, foreign trade, agriculture, and salt mines, are the four branches by which the inhabitants maintain themselves. The arms are a black lion upon a red field. A ship goes from hence every day to *Rotterdam*.

Browerhaven is a sea-port in the province of *Browerf-Zealand*, in the isle of *Schowen*, in east long. 3° *haven*.

The GRAND TOUR.

55', lat. $51^{\circ} 50'$, situated on a bay of the sea on the north side of the island, five miles north of *Zirickzee*, and nine south-west of *Helvoetfluyts*. This place was formerly an open village, but is now fortified. It takes its name from the great quantities of beer brought thither from *Delft* and other places, and distributed to all the towns in this province: The inhabitants apply themselves some to agriculture, and others to the herring-fishery, for which they have a pretty good trade. *James Cats*, one of the most eminent *Dutch* poets, was born at *Browershaven*.

Bomene.

Bomene is a sea-port town in the province of *Zealand*, in east long. 4° , lat. $51^{\circ} 50'$, situated on the north shore of the island of *Schewen*, opposite to the isle of *Goree*. It is remarkable for nothing but its fortress, which is esteemed very strong.

The isle of *Duveland* has no towns worthy of notice: but the isle of *Tholen* has two, the city of *Tholen*, and *St. Martinsdyke*.

Tholen.

Tholen is a town in the province of *Zealand*, capital of the isle of *Tholen*, in east long. 4° , lat. $51^{\circ} 30'$, situated about six miles north-west of *Bergen-op-Zoom*, and twelve miles south-east of *Zirickzee*. It is a good handsome town, and has the fourth seat in the assembly of the states of *Zealand*. The name of it is derived from the toll which was formerly paid here by order of the counts of *Zealand*. The 13th of *November*, in 1572, the prince of *Orange* thought to surprise it, but was disappointed by the vigilance of the *Spanish* captain *Mondragon*. However, it surrendered to that prince in 1577, and has ever since been in the hands of the *United Provinces*. It is fortified with seven bastions, and the states have caused a fort, called *Slickenburg*, to be built on the other side of the river, so that it is now one of the strongest frontier

frontier towns of the province of *Zealand*. The *Stadthouse* is an old building, which makes a good shew. The arsenal is situated at the entrance of the small harbour: there is also a magazine for powder. The church is built in the figure of a cross, and is an extraordinary piece of architecture. The inhabitants live chiefly by husbandry, and by brewing of mead, a sweet liquor very much drunk in the *Low Countries*.

St. Martinsdyke is the second walled town of the *St. Martin's* island of *Tholen*, distant about three miles from the *d, ke.* city of *Tholen*. It is a small but pleasant town, situated on an arm of the *Scheld* towards the east, and surrounded with trees. It belonged with the lordship of *Scherpenissen* to the late king *William*, as heir of the house of *Buren*. It is fortified with an earthen wall, and has an old castle which belongs to the prince of *Orange*, and but one church. The *Stadthouse* is situated in the middle of the town, with a handsome square before it. There is a good deal of land subject to the jurisdiction of this town, with plenty of game.

CHAP. IV.

Journey from Amsterdam to Helvoetsluys, with directions from Helvoetsluys to the Hague and Rotterdam.

THERE are two different routes from *Am-* Rout by
sterdam to *Helvoetsluys*, the one by *Tergow* Maesland-
and Rotterdam, and thence to the *Briel* and *Hel-* sluys.
voetsluys; and the other by *Leyden* and *Delft*, and
 thence

The GRAND TOUR.

thence to *Maeslandsluys* and the *Briel*, without touching at *Rotterdam*. We conducted our traveller in the preceding chapter by the way of *Leyden* and the *Hague* to *Delft*, so that we have only to shew him the way from *Delft* to *Maeslandsluys*, and from thence to the *Briel* and *Helvoetsluys*. *Delft* is five miles distant from *Maeslandsluys*. As to directions for the boat from *Delft* to *Maeslandsluys* and back again, the reader will find them in chap. 17.

Maeslandsluys is one of the finest villages in the south part of the province of *Holland*, pleasantly situated near the river *Maese*, on the dike. The inhabitants of this place are most of them fishermen, and carry on a fine trade in herring, cod, and salmon. Here you must cross the *Maese* to go to the *Briel*, from whence there is a waggon every morning at eight o'clock to carry passengers to *Helvoetsluys*, and the same from *Helvoetsluys* to the *Briel*; each passenger pays seven stivers. The other route by *Tergow* and *Rotterdam*, is as follows.

English miles from one place to another.		AMSTERDAM	
	30	TERGOW	30
	12	ROTTERDAM	42
	12	The BRIEL	54
	5	HELVOETSLUYS	59
			English miles from Amsterdam.

I. T. E. R.

I. T E R G O W.

TERGOW, or *Gouda*, is a city of the province of *Holland*, in east long. $4^{\circ} 35'$, lat. $52^{\circ} 5'$, about thirty miles south of *Amsterdam*, fifteen from *Leyden*, and twelve north-east of *Rotterdam*. It is built on the banks of the rivers *Gow* and *Isel*, whose waters are very clear, and abound with fish. The foundation of it is said to have been laid by count *Florent V.* in 1262, who bestowed many privileges on it. A hundred years after it was reduced to ashes, but has been since rebuilt to a greater advantage. By their sluices the inhabitants can drown all the adjacent country, which makes it inaccessible except by two banks on each side the *Isel*, which are so well fortified, that no enemy can pierce that way; and the town is likewise encompassed with a good wall, and a broad deep ditch. It is the sixth and last of the great towns of *Holland*. This place is surrounded by gardens, between which there are pleasant walks planted with trees, which render the avenues extremely delightful. Its arms are gules, a pale argent, cantoned between six mullets Or in pale.

Description
of *Tergow*.

The air of *Tergow* is mild, and the water of the canals clear and running. The market-place is reckoned the largest in *Holland*, and makes a sort of triangle, in the middle of which stands the stadthouse. The butchery is an arch under one part of the stadthouse, and under the other, which is the fourth part, is the arsenal. The great church is a very good building, and one of the largest in the province. It is particularly remarkable for its painted glass windows, the finest of the kind in all *Europe*. The glass windows were made a present to the town by several eminent persons, as *Philip II.* king of *Spain*; *Margaret of Austria*,

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Austria,

Austria, dutchefs of *Parma*; *William I.* prince of *Orange*, the states of *Holland*, the principal cities of *Holland*, &c. The painters concerned in these windows are thought to have been as eminent in their way, as the great personages that employed them; especially the two illustrious brothers of *Gouda*, *Theodore* and *Walter Crabeth*.

This place has no great trade, for which reason it is much quieter than most other towns in *Holland*, the generality of the citizens being such persons as have retired from the world to spend the remainder of their life in tranquillity. The mints that are here help to maintain the town, and bring money to it. They make the neatest and best tobacco-pipes in the whole world. But their principal trade is in flax, which they clean and beautify; and have always a great number of hands employed in making ropes, for which they have a very great demand. They make also in the neighbourhood of this city, a vast quantity of bricks and tiles.

II. ROTTERDAM.

Delft's
haven;

Schiedam.

Maesland-
sluys.

Flardingén.

IN the preceding chapter we have given a description of the city of *Rotterdam*. About a mile and a half from *Rotterdam* is *Delft's* haven, mentioned already under the article of *Delft*. Two miles further is *Schiedam*, a little town which abounds in fish, and makes a great many fishing nets. Six miles lower is the village of *Maeslandsluys*, which we have already mentioned. Hard by *Rotterdam* lies also the village of *Flardingén*, situate on the *Maese*. In the twelfth and thirteenth centuries it was a flourishing city, but fell upon the rising of *Rotterdam*, so as to have scarce any remains of its former grandeur.

III.

III. B R I E L.

BRIEL is the capital town of the island of *Voorn*, in the province of *Holland*, in east long. 4° , lat. $51^{\circ} 20'$, situate on the river *Maese*, twelve miles west of *Rotterdam*, twelve miles south of the *Hague*, and five miles north of *Helvoetsluys*. This town is pretty well fortified; the buildings old but regular; the streets broad and planted with trees. The great church is a good structure, and its steeple a land-mark to sailors: there are pleasant walks of trees on the ramparts. The river *Maese* is here almost a mile and a half broad, the town being at the mouth of it. All the vessels that go up to *Rotterdam*, or come from thence, must pass almost at the foot of the wall. There is a pretty good harbour in this place, and a tolerable trade, but nothing to compare to *Rotterdam* or *Dort*, which lie higher up the river. The island on which it stands, is about twenty miles in length, and six in breadth. The air is very thick, but the soil fruitful in corn. This was the first town the malecontents under the command of the earl of *March* took from the *Spaniards* in 1572, which occasioned the revolt of the rest, and laid the foundation of the republic of the *United Provinces*. It was likewise one of the cautionary towns, which the states delivered into the hands of queen *Elizabeth*, for repaying the expences she had been at in supporting them against the crown of *Spain*. It was afterwards restored to them, with the rest, by king *James I.* in his necessities, for a very small part of the money that remained due to *England*.

About eight miles south of the *Briel* lies the town *Goris* of *Goree*, in the little island of the same name. It is situate in east long. $3^{\circ} 50'$, lat. $57^{\circ} 55'$. It was formerly a place of good trade, but the haven is

now choaked up, and the trade entirely ruined. There is a fort here, which is said to be of some strength. This is usually the first land we make on the coast of *Holland* in a voyage from *England* to *Helvoetsluys*.

IV. HELVOETSLUYS.

Description
of *Helvoet-
sluys*.

HELVOETSLUYS is a sea port town of the island of *Voorn*, in the province of *Holland*, in east long. 4° , lat. $51^{\circ} 54'$, five miles south of the *Briel*. This place is but small, consisting only of a handsome key and two or three diminutive streets: but it is very well fortified, and esteemed the safest harbour in the country. Here are generally some of the states largest men of war, which lie at the end of the town. The *English* packet-boat sets off from hence for *Harwich* twice a week, that is *Wednesdays* and *Saturdays*. Notwithstanding this is one of the most convenient places to embark at, and has so fine a harbour, it has but very little trade, the merchant-men chusing to go higher up the river before they unload.

Directions
from *Hel-
voetsluys* to
the *League*
or *Rotter-
dam*.

Those who go to *Holland* from *Great-Britain* or *Ireland*, are bound, generally speaking, for *Rotterdam*, or if they take the packet-boat, they arrive first at *Helvoetsluys*. From *Helvoetsluys* to the *Briel* a waggon sets out every morning at eight o'clock. Each passenger pays seven stivers a piece. The road is very pleasant, for which reason gentlemen oftentimes chuse to walk it in fair weather, which they may easily do in about an hour and a half. Travellers that are in haste, may hire a waggon or chaise on purpose; the freight of which is commonly two gilders ten stivers. But in winter, when the roads are very bad in *Holland*, it is proper

proper to agree about the freight before you set off, otherwise you may be imposed upon.

From the *Briel* to *Rotterdam* a boat sails every day with the tide, likewise such another boat sails down every tide from *Rotterdam* to the *Briel*; the freight for each passenger is eight stivers.

Those who chuse to proceed directly to the *Hague* from the *Briel*, may go to *Maeslandsluys* by crossing twice the river *Maese*, and a small island called *Roosenburg*, for which every passenger pays about one gilder; but if you hire a chaise or waggon to yourself, it costs about two guilders.

From *Maeslandsluys* to *Delft*, a boat goes off six times a day from the 1st of *April* to the 1st of *October*, in the morning at half an hour past five, at eight, and at twelve o'clock; in the afternoon at two, four, and six. From the first of *October* to the last of *March*, the boat sets off at the same hours in the morning; but in the afternoon they set off at one, at three, and at five: the freight is five stivers. The freight of a boat for six persons is 3-3-4, and every person above the number of six pays four pence, till the number of ten is completed. To hire the roof for one or more persons, is but twelve stivers above the ordinary freight.

In summer there is also a waggon which sets out from *Maeslandsluys* to *Rotterdam* at seven in the morning, and returns at half an hour past three from *Rotterdam* to *Maeslandsluys*.

If you have any baggage to take along with you, it will be proper to agree with the skippers and porters beforehand, otherwise you will be sure to meet with horrid imposition.

C H A P. V.

Journey from Amsterdam to Hoorn, and the other towns of North Holland.

THE tour of North *Holland* is vastly pleasant in summer-time, and very well worth a traveller's curiosity. Those who have leisure and inclination, may take their route by *Monikedam* and *Edam*, or by *Purmerend* to *Hoorn*; thence to *Enkhuysen* and *Medenblick*, thence to *Alkmaar*, and so back by *Beverwyck* to *Amsterdam*. We shall pursue here our usual method of giving the route of the towns our traveller is to pass through, with the description of such places as are worthy of notice.

English miles from one place to another.		
	AMSTERDAM	
3	Buikflood	3
5	MONIKEDAM	8
4	EDAM	12
10	HOORN	22
8	ENKHUYSEN	30
8	MEDENBLICK	38
17	ALKMAAR	55
		English miles from Amsterdam.

Or by *Purmerend*, as follows :

English miles from one place to another.		
	AMSTERDAM	
3	Buikflood	3
8	PURMEREND	11
10	HOORN	20
	and the next as above	
		English miles from Amsterdam.

I. B U I K-

I. BUIKSLOOT.

BUIKSLOOT is a village in the neighbourhood of *Amsterdam*, and the first place in North *Holland*, or that province which lies north of the little arm of the sea called the *Y*. Boats set out every hour from the place called *Nieuwe-stadt Herberg* in *Amsterdam*, for *Buiksloot*. As to the boats for *Horn*, either by *Purmerend*, or by *Monikedam* and *Edam*, see chap. 16.

Boats from
Amsterdam
to *Horn*.

II. MONIKEDAM.

MONIKEDAM is a town of the province of *Holland*, in east long. $4^{\circ} 50'$, lat. $52^{\circ} 30'$, situated on the *Zuyder-sea*, eight miles north-east of *Amsterdam*. This town takes its name from the little river *Monick*, or *Munick*, which runs through it. The word *Monick* signifies a monk; hence this place has a monk for its arms. It is a most neat and elegant town, and hardly to be parallel'd for its cleanliness in any part of *Europe*. It stands on the sea-shore, and has very fine meadows and pasture-land in the neighbourhood. In the year 1296 the *Friselanders*, who came to assist the bishop of *Utrecht*, landed in this place; and in 1420 it was taken by the *Quenemars*. This town had the misfortune of being twice burnt down without having any building saved, except the convent and church of the *Carmelites*.

Description
of *Monikedam*.

III. E D A M.

Description
of *Edam*.

EDAM, or as some write it *Eydam*, is a town of North *Holland*, about twelve miles north-east of *Amsterdam*, and ten south of *Hoorn*, at a small distance from the *Zuyder sea*, to which it has a channel, which makes a pretty good haven. The place is not large, but well built, almost in the form of a triangle, and situate on the river *Ey*, from which and from a great dam thrown up against the inundations of that river, it takes its name. The land about this place and *Purmerend* was formerly a lake, which having been drained with a vast deal of labour and charge, forms now a pleasant fruitful country that goes by the name of *Purmerend*. The extent of this drained ground is about twenty-one miles in circumference, and is now planted with gardens, orchards, rows of trees, and fertile inclosures. The cattle are larger here than in any of the other provinces of the *Low Countries*; and the sheep especially are of a very large size. 'Tis here they make those excellent cheeses that have a red crust, and by some are little less esteemed than *Parmesan*; in which, and in ship-building, they have a considerable trade. 'Tis reported, that in 1450 a mermaid was caught near this city, where she lived some years, and was afterwards carried to *Haerlem*. They taught her, 'tis said, to spin and dress like other women, but could not learn her to speak.

IV. P U R M E R E N D.

Description
of *Purmerend*.

PURMEREND is a neat fortified town in North *Holland*, five miles west of *Edam*. It is the eighteenth and last voting city in the states of

of *Holland*, and takes its name from having been formerly, with the adjacent country, a great lake which they called *Purmer*; tho' afterwards it was drained and converted, as we have already observed, into fine pasture land. It is said to have been built by one *William Eggard*, a rich merchant of *Amsterdam*. It was inclosed with a rampart during the civil wars of the *Low Countries*; and about the year 1573 it was bought by the states of *Holland*, and annexed to their dominions in 1593. There is a castle here which was built in the year 1410, and was formerly in the possession of the house of *Egmont*. The town is small but extremely neat, and provided with all conveniences and necessaries for its inhabitants.

V. H O O R N.

HOORN is a sea-port town in North *Holland*, Description of Hoorn. situated on the *Zuyder-sea*, about eighteen miles north of *Amsterdam*. It is a large handsome town, and next to *Alkmaar* the second in North *Holland*. The haven is the best on the *Zuyder-sea*, which makes it very convenient for trade, of which it has a considerable share. The town takes its name from this haven, which at the first foundation had a winding in the shape of a horn. Others derive its name from its being situated in a corner, by the ancient inhabitants of *Holland* called the horn of the *Zuyder-sea*. Its situation is very pleasant, being surrounded by gardens and pasture-grounds. It was walled round in 1426, and enlarged in 1508. The faction of the *Quenemars* occasioned a great many commotions and disorders in this place, till they were at last defeated and driven away by the burghers after an obstinate engagement.

The GRAND TOUR.

gement. The burghers being assisted by the inhabitants of *Enkhuysen*, took the fleet of the *Ostfriesins*, and in 1441 terminated a long and troublesome war. In 1557, a very violent storm broke down the banks, and filled the town with water, insomuch that it was apprehended the place would be entirely destroyed. However, upon the ceasing of the storm, they found means to repair the breach, and the water dried away by degrees. They have now a vast dam to secure them against any future insults of the sea. The town is well fortified, but their greatest security consists in the sea-water, with which they can cover all the adjacent country. It is very well inhabited, has five gates, and some handsome churches and hospitals. The product of the country round about consists chiefly in butter and cheese, of which they export vast quantities to several parts of *Europe*. They have also a considerable trade in *Danish* cattle, which being brought lean from *Denmark*, are fattened in the adjacent pastures. They have likewise large concerns in ship-building, and moreover a share in the whale fishery. Here is one of the six chambers of the *Dutch East-India* company; and the chamber of North *Holland* for the *West-India* company is also settled here; and one of the five colleges of the admiralty resides alternately at *Hoorn* and at *Enkhuysen*.

VI. ENKHUYSEN.

Description
of *Enkhuysen*.

ENKHUYSEN is a port-town of North *Holland*, in east long. $5^{\circ} 10'$, lat. $52^{\circ} 45'$, situated on the *Zuyder-sea*, eight miles north-east of *Hoorn*, twenty-eight north-east of *Amsterdam*, and eight south-east of *Medenblick*. It takes its name from the *Dutch* word *enkele huizen*, or *some houses*,

houses, having been only a parcel of *fishermens houses*, before it became a city. It has been long famous for navigation; for we find that, in the year 1396, *Albert* earl of *Holland* sailed from this port with a large fleet to transport his army into *Frise-land*. In 1279, not being yet surrounded with walls, it was burnt by *John Arkel* and *Nicholas Putene*. In 1356, *William* earl of *Holland* gave it the privilege of a town, and enclosed it with walls. In 1514 a part of the rampart and some houses were beaten down by an inundation. In 1537, the *Guelderlanders* being at war with the *Hollanders*, were very near surprizing the town; but the waters ebbing all of a sudden the very instant they designed to land, their scheme was defeated. This was the first town in North *Holland* that shook off the *Spanish* yoke, and espoused the prince of *Orange's* cause; when soon after the *water-gueux*, or malcontents under the earl of *March*, took possession of the *Briel*. It was very much enlarged in the year 1591.

Two thirds of this town are environed by the sea, which makes it a peninsula. The harbour is large and commodious, the streets very clean, and cut thro' with a great number of canals which are convenient for their commerce. It is strong by art and nature; and tho' surrounded by the sea, has plenty of good water. The banks are strong, and a good defence against the violence of the waves. The houses are neat and handsome, as also the public buildings, especially the *Stadthouse*, which is embellished with a very high tower, and inferior to no building of the kind in *Holland*, except that of *Amsterdam*. The place has a considerable trade in herrings and salt fish; they send also great numbers of ships yearly to the *Baltic*, by which means, and by refining salt from *France* as well as by their ship-building, the town is grown very rich.

VII. M E D E N B L I C K.

Description
of Meden-
blick.

MEDENBlick, or *Medemlek*, is a seaport town of North *Holland*, in east long. 5° , lat. $52^{\circ} 50'$, situated on the *Zuyder-sea*, ten miles north of *Hoorn*. It is a very ancient town, and once the capital of North *Holland* before *Enkhuysen* and *Hoorn* were built. Some derive its name from a river which is no longer existing, called *Medemelack*; and pretend it was the residence of *Radbold* prince of *Friseland*, but without any foundation for either. In the year 1426 it was taken by the *Quenemars*, and in 1517 by the *Guelderlanders*, who reduced it to ashes. It was also burnt in 1547. At present 'tis but a small place, tho' still a commodious harbour, and defended by an old castle near the haven, where 'tis thought the princes of *Friseland* formerly resided. Most of the inhabitants are timber-merchants, and trade chiefly to *Norway* and other places of the North, from whence they bring this commodity. The country round about is remarkable for its rich pastures. The land here is lower than the waters; for which reason they have the strongest dams or dykes in the whole country, to defend it from the fury of the waves, when the wind blows a storm from the northwards. But in extraordinary storms, when the water is as high as the dykes, and ready to run over or break them, the inhabitants lay sails along them, in order to weaken the force of the waves; by which means the dykes are so strengthened, that they are very seldom broke. This town, as well as *Hoorn* and *Enkhuysen*, have a right of coining money, but successively, each having its turn for seven years.

VIII. A L K M A A R.

ALKMAAR is the chief city of North *Holland*, in east long. $4^{\circ} 30'$, lat. $52^{\circ} 40'$, twenty miles to the north of *Haerlem* and *Amsterdam*. This is one of the finest towns not only of North *Holland*, but of the *Low Countries*. It is situate about a league from the *North sea*, in a very delightful country, surrounded with gardens, groves, and pasture grounds. It is a place of great antiquity, as the wars which they formerly had with the *Friselanders* can testify. Some say that *Agildus*, son of *Rabold* king of *Friseland*, built the first Christian church here in honour of St. *Laurence* in the year 1360, when the Christian religion was planted here by St. *Willebord*. Its name is derived from the *Dutch* word *al meer*, which signifies *all a lake*, because the adjacent country was formerly full of lakes and marshes, which have since been drained. It has been frequently burnt and plundered; and was besieged by the *Spaniards* in 1573, under *Frederic* of *Toledo*. But the *Spaniards* were obliged to raise the siege by the vigorous resistance made by the inhabitants, and the distempers arising from the air of the country. The streets and houses are extremely neat and regular, and the public buildings very beautiful. In particular, the great church and the *Stadthouse* are well worth seeing; the latter having some very handsome apartments where the magistrates assemble. There are several hospitals here that are kept in very good order. Just without the town they have the most beautiful grove in all the *Netherlands*, where the inhabitants amuse themselves in fine weather. The town carries on a very good trade, especially in butter and cheese, of which it sells a vast quantity every year. In the registers of this city it is mentioned,

Description
of *Alkmaar*.

tioned, that in 1637 they sold publicly, by auction, an hundred and twenty tulips for ninety thousand gilders. Upon which occasion we shall observe, that the passion for flowers and flower-roots was come to such a height in *Holland*, that the states have at length been obliged to enact severe laws in order to put a stop to such exorbitant prices.

IX. *Other remarkable places in North Holland.*

TO return to *Amsterdam* from *Alkmaar*, you may either take the boat to *Hoorn*, and so back by the way of *Buikloot*; or you may take the boat which goes directly from *Alkmaar* to *Amsterdam*, which see chap. 17. at the word *Alkmaar*. Or you may go with the post-waggon to *Haerlem*, which sets out every morning at nine o'clock. Freight thirty-six stivers.

Sardam.

But before we take leave of North *Holland*, it will not be amiss to give a short account of some other places in this country, which, tho' not lying in our route, are yet deserving of a traveller's notice. The first of these is *Sardam*, a sea-port town of North *Holland*, in east long. $4^{\circ} 30'$, lat. $52^{\circ} 28'$, situated on the north side of the *Y*, seven miles north-west of *Amsterdam*, and almost opposite to it. This place is remarkable for having the greatest magazines of ship-timber and naval stores in the world, and such numbers of shipwrights, that they build here above three hundred vessels a year: and these carpenters, if they have but two months notice beforehand, will undertake to build, during a whole year next following, a man of war every week ready to launch: at least this was said some time ago; but I believe the case is very much altered since. However, this is their chief trade, by which their town is grown very rich. The old town

town stands below the dam of the river, to which there has been added a long row of houses called the *new town*, on both sides of the river, out of which ships are haled over the dam upon rollers.

The second is the little village of *Bruck*, within *Bruck*. three miles of *Amsterdam*, on the other side of the *T*; it is famous for being inhabited by the greatest insurers in *Holland*, who live here in quiet and retirement; and for its wonderful cleanliness and elegance, insomuch that a stranger the first time he sees it, fancies himself in a fairy country.

The third is the *Texel*, a fruitful island, known *Texel*. all over the world by the great number of ships that pass this way every day from all parts; it is about six miles long, and five broad, lying a little northward to the continent of *Holland*, between which and the island is one of the principal passages out of the *Zuyder-sea* into the ocean. It is defended from the sea by sand-hills and strong banks. Most of the soil is applied to feed sheep, of which they have great flocks; and the cheese made of their milk is said to vie with the *Parmesan*. This island contains several fair villages, and a town on the east side, called *Burch*, strongly fortified and garisoned, and inhabited chiefly by fishermen.

The fourth is the isle of *Flie*, which lies to the *Flie*. northward of the *Texel*, and is nine miles long, and two broad. These islands and some banks of sand, that lie at the entrance of the *Zuyder-sea*, serve to break the fury of the ocean when the wind sets north-west; otherwise the whole province of *Holland* would be in danger of being laid under water every storm that comes from that quarter. There is a tolerable harbour in the *Texel*, and another in the *Flie*; in the first of which the ships bound to the southward usually rendezvous, and in the latter those bound to the north. When the homeward-bound vessels can reach either of these ports, they think themselves secure from the enemy.

C H A P.

C H A P. VI.

Journey from Amsterdam through Friseland to Groningen, and Embden in East Friseland; with directions for travelling through Friseland to Hamburg.

Different
ways to Groningen.

THERE are several ways from *Amsterdam* to *Groningen* and *Embden*. Those who chuse to see the principal cities of *Friseland*, and are not in a great hurry, may cross the *Zuyder-sea* from *Amsterdam* to *Harlingen*, and go from thence to *Leuwarden* and *Groningen*. Others that do not like to be so long on the water, may cross the *Zuyder-sea* to *Worcum*, and go from thence to *Leuwarden* by *Bolzward*; or they may go with the passage-vessel to the *Lemmer*, and from thence to *Slooten* and *Leuwarden*; or (which is most expeditious) with the passage-vessel to the *Lemmer*, and with the waggon from the *Lemmer* to *Groningen*, when they have no desire of seeing *Leuwarden*. Others in fine that do not care to cross the *Zuyder-sea*, may go by the way of *Naarden* and *Zwoll* by land to *Groningen*. We shall give our traveller all these different routes in the following order.

First route from Amsterdam to Groningen and Embden by the way of Harlingen.

English miles from one place to another.		AMSTERDAM	
	60	HARLINGEN	60
	5	FRANEKER	65
	9	LEUWARDEN	74
	12	DOCKUM	86
	9	Strobusch	95
	12	GRONINGEN	107
	15	Appingadam	122
	3	Delfzyl	125
	7	EMBDEN	132
			English miles from Amsterdam.

The

The second route from Amsterdam to Groningen and Embden by the way of Worcum.

English miles from one place to another.				English miles from Amsterdam.
		AMSTERDAM		
46		WORCUM	46	
7		BOLZWART	53	
13		LEUWARDEN	66	
		and the rest as above.		

The third route from Amsterdam to Groningen by the Lemmer.

English miles from one place to another.				English miles from Amsterdam.
		AMSTERDAM		
36		The Lemmer	36	
6		SLOTEN	42	
9		SNEEK	51	
12		LEUWARDEN	63	
		the rest as in the first route.		

The fourth route from Amsterdam to Groningen by the way of Naarden and Zwoll.

English miles from one place to another.				English miles from Amsterdam.
		AMSTERDAM		
13		NAARDEN	13	
12		AMERSFORD	25	
42		ZWOLL	67	
6		Hasselt	73	
8		Meppel	81	
46		GRONINGEN	127	

Remarkable

Remarkable places in the first route.

I. HARLINGEN.

Description
of Harlingen.

HARLINGEN is a sea-port of the province of *Friseland*, in east long. $5^{\circ} 20'$, lat. $53^{\circ} 15'$, situate on the *German-sea*, five miles west of *Franeker*, and fourteen west of *Leuwarden*. This city was formerly a hamlet between two gentlemen's houses, one of which was called *Halige*, and the other *Harns*, whence the name of *Harlingen* is derived. About 1234 this village was destroyed by the sea, but being afterwards rebuilt, it became a large town, which tho' not walled in, was favoured with the privileges of a city. In 1496 the inhabitants of *Groningen* built a castle here, and fourteen years afterwards *Albert* duke of *Saxony* built another stronger than the first. 'Tis not exactly known when it was surrounded with walls, but certain it is, that in the year 1543 and 1579, the city was considerably enlarged by the care of *William* prince of *Orange*. This place is now very well fortified, and naturally strong, the adjacent country being very easily laid under water. There have been some dykes raised here to stop the fury of the waves. The city is square, the streets handsome, straight and clean, with canals in the middle of them. It is adorned with five gates, four towards the land, and one towards the sea. Tho' the harbour be large and much frequented, yet by reason of the sands that lie before it, vessels of great burden must either lie off at a great distance at sea, or unload part of their cargo, before they can get in. Their chief trade consists in making sails, in importing and exporting corn, pitch, tar, fir-trees, and deal. This city has a

gram-

grammar school, and two hospitals. The adjacent country yields abundance of corn, pasture, and all other necessaries for life.

II. FRANEKER.

FRANEKER is a town of the province of *Friseland*, in east long. $5^{\circ} 25'$, lat. $53^{\circ} 15'$, Description
Franeke. four miles to the eastward of the *Zuyder-sea*, and nine to the westward of *Leuwarden*. This place is said to have been built in 1191, under the reign of the emperor *Henry VI.* son to *Frederic Barbarossa*. The town is small but very handsome, and reckoned the cleanest in all *Friseland*. It abounds with channels, two of which run thro' the length of the town, and by their communication with others, advance its trade. The air is so wholesome, that many gentlemen have chose it for their residence. It is encompassed with a good rampart, and a broad and deep ditch. On the west side there is a strong castle of brick, which commands the city. It has some trade, but is more frequented because of the university founded here by the states in 1581, and well endowed out of the abbey lands which were sequestered at that time. The students, who are pretty numerous, have several privileges; and amongst others, that of being exempted from taxes on wine and beer. They have a fine large parish church with a high steeple, and a very handsome orphan house. The fields on the north and west lie high, and produce good corn; but on the other sides they are low, and covered with water in winter. Over the *Harlingen* gate are these two verses.

*Urbs hæc est Christo, paci, musisque sacrata,
Ergo bonos tantum, non amat illa malos.*

III.

III. LEUWARDEN.

Description
of *Leuwar-*
den.

LEUWARDEN is the capital city of the province of *Friseland*, in east long. $5^{\circ} 35'$, lat. $53^{\circ} 20'$, situated nine miles to the east of *Franeker*, and sixty-six north-east of *Amsterdam*. This was an open place till the year 1190, at which time it had a small wall built round it. But since that time it has been so enlarged, that it is now above three miles in compass. It had formerly several good church livings, for which reason it had the honour of being one of those bishopricks which pope *Paul* erected in 1559. But the reformation did not give the new bishops time to settle, for the protestants took possession of it in 1575. The city is large, rich, handsome, and well fortified. The streets are clean, the houses splendid, the bridges well paved, and the gardens pleasant. The churches, the governor's palace, that where the states of the province meet, and the houses of the noblemen, are fine structures. The figure of the city is an oblong square, encompassed with strong ramparts, a broad and deep ditch, five bulwarks of earth, with a ditch each. It stands in a fruitful soil; and by its navigable canals, the largest of which runs to the ocean, they have a good trade with *Hamburg*, *Bremen*, *Emden*, and *Holland*. One of their canals in the westward, is commanded by strong sluices. This city and *Franeker*, are the only two in the province that chuse their own magistrates: those of the other towns are appointed by the stadtholder from a double nomination presented to him. This place has also a good castle, four strong gates, with some well built churches. It was the usual residence of the prince of *Orange*, hereditary stadtholder of *Friseland*, before the revolution in 1747, when he was called to the *Hague*. Here the provin-
cial

cial states and sovereign council have their residence. The inhabitants are affable and civil, which is owing to the residence of the nobility and the sovereign court of *Friseland*. There are some *Latin* epitaphs in their churches, that are elegant enough, and capable of entertaining a curious traveller. The country round about is very pleasant, being strewed with meadows and gardens. There is a suburb to the town, called *Vliet*, full of handsome houses and gardens, with a canal of the same name that runs through it, and serves as a kind of haven to ships.

IV. DOCKUM.

DOCKUM is a city of the province of *Friseland*, in east long. 6° , lat. $53^{\circ} 25'$, situated on the river *Aa*, twelve miles north-east of *Leuwarden*. This is one of the most ancient towns in *Friseland*, and the place where the admiralty of the province is kept: it is small but tolerably well fortified, and neatly built. The *Stadthouse* is a handsome edifice near a great canal remarkable for its fine bridge, under which vessels may pass. There are here two other bridges, one of which is drawn up with chains, to let vessels pass without pulling down their masts. The river where it comes in and goes out of the town, is commanded by good block-houses, and a strong boom in the middle, left open by day for the passage of ships, but let down by night. On each side of the channel there is a fair beautiful street, with a bank to keep in the river, neatly paved with flint, and faced with stone. They have but one parish church; and the stone bridge near the town-house, serves for a market. They shew here a book of the gospels written by
S. Boni-

Description
of Dockum.

The GRAND TOUR.

S. Boniface, the apostle of this country, in the reign of *Pepin* king of *France*. The country round about affords excellent pasture-lands, and is adorned with good villages and gentlemens seats. They have a pretty good trade owing to the conveniency of the river *Aa*, which coming from *Leuwarden*, falls about four miles below *Dockum* into a gulf of the *German* ocean, where it makes a good harbour for vessels of small burden, which come from the *Baltick*, and sail thro' this river up to *Leuwarden*.

STROBUSCH is a village about half way between *Dockum* and *Groningen*, remarkable only for dividing *Friseland* from the province of *Groningen*.

V. GRONINGEN.

Description
of *Groningen*.

GRONINGEN is the capital of the province of that name, in east long. $6^{\circ} 40'$, lat. $53^{\circ} 20'$, situated thirty-three miles east of *Leuwarden*, and twenty-five south-west of *Embsen*. This city is very ancient, and was formerly one of the hans-towns. *Lewis* of *Nassaw*, brother to *William I.* prince of *Orange*, had like to have surprized it in 1568. However, it was afterwards compelled to submit to the states general. Formerly it was included in the diocese of *Munster*, but was adorned with an episcopal see by pope *Paul V.* in 1559. The episcopal dignity did not last long, for it fell soon after into the hands of the protestants.

It is now a large, handsome, and populous city, adorned with very good public and private buildings. It is of a round figure, encompassed with high earthen ramparts, and deep wet ditches. The outworks

outworks are reckoned very strong, having been contrived by the great *Coborn*. The town gates are seven in number, six of which are at the end of six fine streets. There were twelve churches formerly in this place, but the government has converted nine of them to secular uses. The chief church is dedicated to *St. Martin*, and is a fair structure, with a high steeple of square stones, from the top of which you may easily see twenty-five miles about. Among other curiosities in this church, they shew you a remarkable organ made by the famous *Rodo'phus Agricola*. There is likewise a large number of hospitals and almshouses, that are maintained in excellent order. They have three spacious market-places, and about seven and twenty handsome streets. In 1607 a university was founded here, and *Ubo Emmius*, who wrote the history of *Friseland*, his country, was the first rector of it. The university library is well stocked with books in most branches of literature, as well manuscripts as printed works. Here they shew you a large table, giving a wonderful relation of a person that had received a wound in the heart, and lived fifteen days after it.

Groningen has a very good harbour for ships, and is situated conveniently for trade on the confluence of two rivers called *Aa* and *Hunnes*, which sever the town in two, and empty themselves at some distance from thence into the sea. Besides the rivers above-mentioned, it is watered with several artificial canals, by which it has a communication with the river *Ems*, the ocean, and the neighbouring countries. By this means they carry on a brisk trade with the *Germans*, &c. especially in beer, (which they brew very good) butter, horses, and oxen. There have been always great disputes betwixt this city and the *Ommelanders*, or the inhabitants

tants

tants of the circumjacent country, about the extent of their jurisdiction; the latter pretending to be independent of the city of *Groningen*.

Description
of *Dam*.

APPINGADAM, or *Dam*, is a town of the province of *Groningen*, in east long. 7° , lat. $53^{\circ} 25'$, situated on the canal called the *Dampster Diep*, near the *Dollart Bay*, fifteen miles north-east of *Groningen*, and three miles west of the river *Ems*. This place is the capital of the *Omlands*, and is a large well built town, but without walls. It was a flourishing place before the *Imperialists* took it by assault in 1588, from the dukes of *Guelderland*. It was then dismantled, and a treaty was made that it should continue in that condition. However, that old treaty would not hinder its being fortified, if the states of *Groningen* were not jealous of the *Omlanders*, who sometimes dispute their authority, and pretend to an independency.

DE L F Z Y L, or *Fort Delfzyl*, is situated on the sea side and the river *Ems*, three miles from *Dam*, and about seven from *Emden*. This place has been often demolished and rebuilt, but is now very well fortified with good ramparts and broad ditches. The count of *Rennebourg* laid siege to it in 1580 by order of the duke of *Parma*, and took it after sixteen days siege. Prince *Maurice* took it ten years after, in 1590. Ever since it has been subject to the states-general, and serves as a barrier towards *East-Friseland*, and the adjacent parts of *Germany*. It has a good harbour, which for situation and other advantages, exceeds that of *Emden*.

VI. E M B D E N.

E M B D E N is a sea-port town and city of ^{D scription} *East-Friseland*, in *Germany*, in the circle of ^{of Embden.} *Westphalia*, and capital of the county of *Embden*, in east long. $6^{\circ} 45'$, lat. $53^{\circ} 40'$, situated on the *Dollart Bay*, near the mouth of the river *Ems*, 25 miles east of *Groningen*, and 60 west of *Bremen*. It was formerly subject to its own counts, till the year 1595, they took advantage of his absence, and declared themselves independent of their prince. It was under the protection of the *Dutch*, till the death of the last prince, when the king of *Prussia* took possession of the county of *East-Friseland*, tho' his right is disputed with him by his present majesty king *George*. It is a rich, large, and populous city, fortified towards the land by a double ditch, regular bulwarks and bastions; and on the south by a strong wall, and the river. The island *Nessa*, which lies in the *Dollart Bay*, over against this city, makes the harbour as large and convenient as any on the *German* coast. They have also artificial canals, by which they can bring large vessels into the heart of the town; and by opening their sluices, they can lay the neighbouring country under water. The houses are high and well built, and the town-hall a very handsome structure. The *English* had formerly a mart here for cloth, till upon some displeasure given it was removed to *Hamburg*. The present king of *Prussia* has erected an *East-India* company here, which with the other encouragements he has given to their trade, is likely to make *Embden* a most flourishing city.

Those who have a mind to go from *Embden* to *Bremen* and *Hamburg*, may find the conveniency of a post-waggon at *Embden*, which carries them to *Leer*, a large market town situated on the river *Ems*. From *Leer* a post-waggon goes *Mondays* and *Thursdays*

Rout from
Embden to
Hamburg.

days to *Bremen* through *Oldenburg*; and from *Bremen* the post-waggon sets out *Wednesdays* and *Saturdays* for *Hamburg*.

Remarkable places in the second route.

VII. WORCUM.

Description
of *Worcum*.

WORCUM is a sea port town of the province of *Friseland*, in east long. $5^{\circ} 20'$, lat. 53° , situated on the *Zuyder-sea*, twenty miles south-west of *Lewwarden*. This place is small but situated in a very plentiful country, abounding with all necessaries and conveniencies of life. They are subject, however, to one misfortune, which is that of inundations from the sea, when the wind is at west or north-west. The harbour is choaked up with sand; but it has a good trade with the neighbouring country, by means of the canals, and is well supplied with fish from the adjacent lakes. There is only one church here and two ministers.

VIII. BOLSWART.

Description
of *Bolswart*.

BOLSWART is a town of the province of *Friseland*, in east long. $5^{\circ} 20'$, lat. $53^{\circ} 10'$, situated thirteen miles south-east of *Lewwarden*. This is one of the oldest towns in *Friseland*, and derives its name from one of its ancient lords called *Bolon*, or *Bodelon*. It was formerly one of the hans-towns, and about 200 years ago it was fortified with an earthen rampart, and a deep ditch. The great church is a pretty good building, and the stadhous is remarkable for its bigness and antiquity. The town is near two miles round, and has

has an haven about three miles off, which at present is choaked up, tho' it carries on a good trade by means of the canals. *Bolswart* is neatly built, and well peopled: it has five gates, four sluices on its canals, a small market-place, a town-house, a grammar school, and hospitals for the poor and orphans.

IX. *Description of some other towns in the neighbourhood of Bolswart.*

IN the preceding route we have described the *Staveren*. remainder of the towns from *Bolswart* to *Groningen*, which makes it unnecessary to say any thing concerning them in this place; we shall therefore only make mention of a few towns situated on the coast of this province, and in the neighbourhood of *Bolswart* and *Worcum*, tho' not directly in the road from either of these places to *Lewwarden*.

The first town in this neighbourhood, worthy of notice, is *Staveren*, a sea-port in *Friseland*, in east long. $5^{\circ} 12'$, lat. 53° , situated on the *Zuyder-sea*, on a point of land opposite to *Enkhuysen* in *North Holland*, from whence it is only fifteen miles distant. This is the oldest town in all *Friseland*, being said to have been built a year before the birth of *Christ*, and to take its name from the idol *Staven*, that was worshiped by the inhabitants. The ancient kings of *Friseland* kept their courts here, and it was included in the league of the hans-towns of *Germany*. It was a very rich, powerful, and populous city, and the best harbour in that country. But it has been since ruined by frequent inundations, and the harbour being choaked up, it is a very inconsiderable place to what it was formerly. However, there remains still enough of its ancient

grandeur to make it a pretty good city. The place is longer than it is broad, and has a large canal in the middle, adorned with handsome houses, and with a good number of bridges. The streets are kept very neat, and the water is penned up by sluices, to let out or in as occasion may require. They have still some trade, especially in fishing, and in passage-boats over the pools and lakes of the neighbourhood.

Hindeloopen. The second place is *Hindeloopen*, a small open town on the *Zuyder-sea*, about two miles from *Worcum*, and three from *Staveren*. It takes its name from the *Running of the hinds*, in Dutch, *lopen der hinden*, which used formerly to appear here in great quantities from the neighbouring wood called *Kreil*. The kings of *Friseland* used to hunt in this wood; but some hundred years ago it was drowned, together with a part of the adjacent country, by a great inundation of the sea. In the year 910, they first began to build houses in this place, and in 1154, it was made a city. There is a pretty good haven here, and boats go from hence almost every day to *Amsterdam*, *Enkhuysen*, and *Harlingen*.

Molqueren. The third place is the great village of *Molqueren*, about two miles from *Hindeloopen*, and between this town and *Staveren*. It is situate in a marshy ground, and consists of seven small islands, which communicate with one another by means of bridges. This village is built like a labyrinth, so that a stranger cannot get out of it without a guide. They speak here the old *Frisian* language, of which their neighbours do not understand a word. The learned are of opinion, that the inhabitants of this village are a remainder of the old *Saxons*, which conjecture is founded on their language and manner of building.

Remarkable

Remarkable places in the third route.

X. The L E M M E R.

THIS route is most adviseable to those who ^{Vessel to the} propose going by *Groningen* to *Hamburg*, ^{Lemmer.} which in summer time is a much pleasanter and cheaper way than with the post-waggon from *Amsterdam* to *Osnabrug*.

The *Lemmer* is an open sea-port town in the province of *Friseland*, situated on the *Zuyder-sea*, and remarkable for nothing but the conveniency of its harbour, which has rendered it the most usual passage from *Amsterdam* to *Leuwarden* and *Groningen*.

Those who are in a hurry, may take the post-waggon from the *Lemmer* to *Groningen*, which sets out on *Thursdays* and *Mondays* early in the morning, and brings you the next morning early to *Groningen*, without touching at *Leuwarden*; the fare is two gilders seventeen stivers for each person, besides paying extraordinary for baggage. The distance is about fifteen miles; but as this is a bad road in winter, it is much better to go with the draw-boat to *Leuwarden* thro' *Sloten* and *Sneek*.

XI. S L O T E N.

SLOTEN is a small town in the province of *Friseland*, about six miles from the *Lemmer*, five from *Staveren*, and not far from the *Zuyder-sea*. It is situated in east long. $5^{\circ} 30'$, lat. 53° , on a navigable canal which comes from a neighbouring lake, called the *Sloten-mer*, i. e. the sea or lake of *Sloten*, and falls into the sea about three miles below the town, by which means it carries on a trade

with *Holland* and other parts. The streets are very neat; they have a handsome town-house, one church, and three gates, one of them large and stately. The town was fortified during the *Spanish* war, but is at present a place of no strength, except what is owing to its watery situation.

XII. S N E E K.

Description
of *Sneek*.

SNEEK is a town of the province of *Friseland*, in east long. $5^{\circ} 35'$, lat $53^{\circ} 15'$, situated twelve miles south of *Leuwarden*, and six from *Bolswart*. It is situated on a lake of the same name in the midst of morasses, so that they are obliged to raise dykes on both sides of the city to preserve it from inundations. The town is populous, well built, and fortified, and is reckoned one of the most ancient in *Friseland*. It abounds with all necessaries for life, has a handsome church, and a *Latin* school, which is said to have produced several men of learning. The inhabitants trade in fish and other commodities, and are well furnished with fresh-water fish by the neighbouring lakes, both for consumption and sale. The adjacent country has good pastures, but the ground lying low, is not fit for corn.

From *Sneek* you go with the draw-boat to *Leuwarden*. From *Leuwarden* you go to *Doccum*, and from *Doccum* to *Groningen*, by the several draw-boats belonging to those places. Those who propose to go the nearest way from *Groningen* to *Hamburg*, must take the road of *Nieuschans* to *East Friseland*, and so to *Oldenburg* and *Bremen*, of which places we shall give here the several distances as follows, but for the particular description of them, we refer the reader to vol. 2. chap. 2.

English

English miles from one place to another.	GRONINGEN	English miles from Groningen.
	20 Winschoten	
	9 Nieuschans	
	10 LEER	
	10 Grotfander	
	20 OLDENBURG	
	15 DELMENHORST	
	10 BREMEN	
	70 HAMBURG	154

WINSCHOTEN is a town of the province of *Groningen*, in east long. $6^{\circ} 50'$, lat. $53^{\circ} 15'$, situated south-west of the *Dollart-bay*, and about twenty miles south-east of *Groningen*. This place is small, but pretty well fortified, lying between the *Dollart-bay* and an impassable morass, which commands one of the passes out of *East-Friseland* into the *United Provinces*.

NIEUSCHANS is a small fortified town, just on the frontiers of the province of *Groningen*, and the county of *Emden*, about twenty miles distant from *Groningen*. It is a *Dutch* name, which signifies a *new fortress*, having been lately built by the republic in order to cover that part of the province. There is nothing worth notice in the town, which consists only of one street, of very mean houses. Just without the gates of the fortress, and at the end of the canal, there is a good public house, from whence the post-waggon sets out on *Mondays* and *Thursdays*, about seven in the morning, for *Leer* and *Bremen*. This post-waggon is not covered as in *Holland*, but is an open machine, very little better

better than a common cart. It moves slowly, but then it travels night and day.

Route from
Nieuschans to
Hamburg.

Those who propose going to *Hamburg*, (if they have no equipage of their own) must set out from *Nieuschans* with the post-waggon for *Leer*, which is a good large market-town in *East-Friseland*, situated on the river *Ems*. The freight to *Leer* is one gilder ten stivers. At *Leer* there is a very good house of entertainment call the *Prince*, from whence the post-waggon sets out for *Bremen*. Here you take place for *Bremen*, for which you pay five guilders three stivers. As the country from hence to *Oldenburg* is very bad and unfrequented, it will not be amiss to take some provisions with you in the waggon. This waggon sets out from *Leer* about two in the afternoon, and reaches *Grotfander* about six. This last is only a hamlet, where there is an inn at which the postilion changes horses. Here you quit *East-Friseland*, and come into the county of *Oldenburg*. The waggon from hence to *Oldenburg* advances but slowly, the roads being very sandy. Towards eleven at night you come to a wretched inn called *Blexhouse*, where passengers are allowed to rest three or four hours. By eight the next morning the waggon reaches *Oldenburg*, the capital of the county of that name, and subject to the king of *Denmark*. Here you change horses, and set out after an hour's rest for *Bremen*. Towards twelve you get to *Valtenburg*, a large inn in the midst of a wood, where you dine. In three hours time you come to *Delmenborst*, a town subject also to the king of *Denmark*; and about six or seven at night you reach *Bremen*. This is a large, handsome, imperial town, capital of the dutchy of that name, one of the best sea-ports of lower *Saxony*, situated on the river *Wefer*, seventy miles south-west of *Hamburg*. Here you rest all night,

night, and the next morning at twelve, you set out with the post-waggon for *Hamburg*, which travels all that day and night; and the day following, about one, you reach the city of *Hamburg*. The freight from *Bremen* to *Hamburg* is two rix-dollars; and the waggon sets out regularly on *Wednesdays* and *Thursdays*, about eleven in the morning. But of the places in this route which belong to *Germany*, we shall give a particular description in the second volume of this work, chap. 2.

Remarkable places in the fourth route.

THIS route is chiefly for those that do not care to cross the *Zuyder-sea*; tho' it is much the longest way about. In your way to *Naerden*, *Muiden*. you go thro' the little town of *Muiden*, which is about six miles from thence, situated on the river *Vecht*, and ornamented on both sides with most magnificent summer-houses. This river empties itself into the *Zuyder-sea*. There is an old castle here, in which count *Florent V.* was formerly kept. They make very good salt, having several houses for refining it, which they do to perfection. There is a sluice here, by means of which all the adjacent country can be laid under water. Not far from this place lies the little town of *Wesop*, a place of *Wesop*. great antiquity, situated also on the river *Vecht*. It is well fortified, and famous for its many still-houses, and for brewing very good beer, called *Flemish* physic.

XIII. NAERDEN.

Description
of *Naerden*.

NAERDEN is a town belonging to the province of *Holland*, in east long. 5° , lat. $55^{\circ} 27'$, situated at the south end of the *Zuyder-sea*, thirteen miles east of *Amsterdam*, and fifteen north of *Utrecht*. This place is the capital of a small district called *Goythland*. It has been often sacked, burnt, destroyed, and drowned by that little sea on whose shore it stands. Historians are not agreed with respect to the time in which this last accident happened; 'tis certain however, that it was rebuilt in 1360, and in 1403 it received several privileges from *Albert* duke of *Bavaria*, and had leave to build a new haven. In 1486 it was reduced to ashes by a sudden fire; after which it was rebuilt once more, and in 1572, having sided with the prince of *Orange*, it was besieged and taken by *Frederick* son to the duke of *Alva*. Here the *Spaniards* are said to have cut the inhabitants to pieces in cold blood, which alienated so much the minds of the *Hollanders* from the *Spanish* government, as to contribute greatly to the foundation of the new republic. In 1672, when the *French* king over-run the *United Provinces*, this town fell into his hands among the rest on the 20th of *June*; but the year following it was retaken by king *William*, then prince of *Orange*, after a siege of only six days open trenches. Since that time the states of *Holland* have been at great expence to fortify it, in order to make it a barrier of their province, inso-much that it is esteemed at present one of the strongest towns in the *Netherlands*, and a great security to *Amsterdam*. The adjacent country being high and sandy, the air is better than in most places in *Holland*.

XIV. AMERSFORT.

FROM *Naerden* you go with the post-waggon ^{Waggon to} to *Amersfort*, concerning which, see chap. 17. ^{*Amersfort*.} the word *Naerden*.

Amersfort is a town of the province of *Utrecht*, ^{Description} in the *United Netherlands*, in east long. $5^{\circ} 20'$, lat. ^{of *Amersfort*.} $52^{\circ} 25'$, situated on the little river *Eem*, twenty-five miles south-east of *Amsterdam*, and fourteen north-east of *Utrecht*. It took its name from a ford on the river *Eem*. This place is very old, tho' it is uncertain in what year it was built. It stands in a fruitful and pleasant country, abounding in corn and pasture grounds, husbandry being the principal employment of the inhabitants. The town is large and populous, and surrounded by a wall, but the fortifications are inconsiderable. The buildings, especially those of the old town, are very neat. There are two churches, with several chapels, alms-houses, and other public buildings, which are neatly built. Of late years they have begun to plant tobacco, in which they have now a pretty good trade, having the conveniency of transporting their commodities by the river *Eem* to the *Zuyder-sea*, which is no more than four or five miles distant from the town. To the southward of *Amersfort* stands *Soesdyke*, a pleasant palace, adorned with fine gardens, curious fountains, delightful walks, shaded with lofty trees, pleasant parks filled with deer, a large aviary, and exceeding fine stables. It was the hunting seat of the late king *William*.

XV. ZWOLL, or SWOLL.

Description
of Swoll.

Concerning the post-waggon from *Amersfort* to *Swoll*, see chap. 17. the word *Amersfort*.

Zwoll, or *Swoll*, is a town of the *United Netherlands*, in the province of *Overyffel*, in east lon. 6° , lat. $52^{\circ} 37'$, situated between the two rivers *Yffel* and *Vecht*, eighteen miles north of *Deventer*, six from *Campen*, and sixty-seven from *Amsterdam*. There is a small river, called the *Aa*, which runs thro' the town, and makes it a place of tolerable trade. The river when it has passed thro' *Zwoll*, is called the *Black Water*. The private and public buildings are handsome and neat, in particular *St. Michael's* church in the market, a large structure of good workmanship, noted for its fine organ, pulpit, harmonious bells, and high steeple; the *Virgin Mary's* church, and some hospitals that deserve to be seen. Their town-house is noted for its antiquity, and the adjoining tavern for the image of *St. Christopher*. The streets are regular, and the fortifications planted with trees, which makes it exceeding pleasant. The town is very strong, being surrounded with a double ditch filled with the above-mentioned river *Aa*. There was formerly near this city a monastery of regular canons, where *Thomas à Kempis*, the supposed author of the little book called *The imitation of Christ*, was a canon.

Hasselt.

FROM *Swoll* you go with the post-waggon to *Groningen*, through the north part of *Overyffel* called the *Drent*, a low, marshy country, and very indifferent roads, in which there is scarce a place worth mentioning but *Hasselt*.

very

Hasselt is a small but strong town in the province of *Overysfel*, situated on the river *Vecht*, which rises in the county of *Benthem*, and falls into the *Zuyder-sea*. The town is surrounded with very pleasant meadows, and is about six miles distant from *Vollenhoven*. There is a good church here dedicated to *St. Stephen*.

Further on in the road to *Groningen* lies the little town of *Meppel*, in the country of *Drent*; it is an open place, noted only for furnishing turf to the neighbourhood.

C H A P. VII.

Journey from Amsterdam thro' the province of Overysfel, and back again thro' the provinces of Gelderland and Utrecht.

THOSE who are desirous of taking a tour thro' these provinces, may set out from *Amsterdam* by the way of *Harderwick* and *Campen*, to *Swooll* and *Deventer*, and return thro' *Guelderland* and *Utrecht*; or else they may take the road of *Utrecht* and *Arnheim*, and turn off north into *Overysfel*, and come back by *Campen* and *Harderwyk*. We shall give here the first route, the second being only the first inverted, leaving the traveller at liberty to chuse which he pleases.

Englisb

The GRAND TOUR.

English miles from one place to another.	AMSTERDAM	English miles from Amsterdam by this circuit.
	32 HARDERWYK	
	12 ELBURG	
	12 CAMPEN	
	18 SWOLL	
	12 DEVENTER	
	8 ZUTPHEN	
	8 DOESBURG	
	6 ARNHEIM	
	32 UTRECHT	
	23 AMSTERDAM	163

Remarkable places in this journey.

IF a traveller has no dislike to the sea, he may perform great part of this journey upon that element. For every day there are vessels that go from *Amsterdam* directly to *Harderwyk*, *Deventer*, *Zwoll*, *Campen*, and *Elburg*, and from these places back to *Amsterdam*.

I. HARDERWYK.

Description
of Harder-
wyk.

HARDERWYK is a town of the province of *Dutch Gelderland*, in east long. $5^{\circ} 30'$, lat. $52^{\circ} 35'$, situated on the *Zuyder-sea*, thirty miles north of *Arnheim*, and twenty-three north-west of *Zutphen*. This is a well-built town, and the chief of the sea ports of *Gelderland*. That part of *Guelderland* which it belongs to, is called the *Veluwe*. There are several good buildings here, particularly the great church, which is much admired. The town carries on a pretty good trade, especially in fish, which it forwards to most places in *Guelderland*. There was a public school

erected here by princess *Leonora*, and improved by prince *Maurice*, from whose name it was called the *Nassau school*; till at length in the year 1648, it was made an university by the states of this province. The rector is the chief magistrate of the place, and chosen annually by six curators. The public library is well furnished with excellent books, in *Latin*, *Greek*, and the oriental tongues, with several volumes printed in *Chineſe*. The *French* half ruined the town in the year 1672, since which time it has been upon the decline. The *Zuyder-sea* has made great encroachments on the southside of the town, swallowed up several meadows, with a church and a village; which obliges them to secure the city on that side with dykes and fences. This city was formerly one of the hans-towns.

II. E L B U R G.

IF a person should like to go directly from *Har-* Waggon to
derwyk to *Deventer*, he may take the post-wag- *Elburg*.
gon, which sets out every morning for *Deventer*
and *Zutphen*, an hour after the arrival of the pas-
sage-vessel from *Amsterdam*. But such as like to
make the tour of *Overyssel*, must hire a waggon to
Campen, which will carry them thro' *Elburg*; or
else they may go by water to *Elburg* or *Campen*,
for which place there are boats that sail from *Har-*
derwyk every day.

Elburg is the last of the small cities of that part Description
of *Gelderland*, called *Veluwe*, and is situated on of *Elburg*.
the *Zuyder-sea*, twelve miles from *Harderwyk*, and
the same distance from *Campen*. The country
round about is very rich, and supplies it with all
necessaries for life, especially with plenty of fish
and

The GRAND TOUR.

and wild fowl. It is of a square figure, has three gates, two opposite to one another, and one towards the sea. There is a very pleasant brook runs thro' the town, forming a canal, over which they have built five stone bridges, on one of which they keep the fish-market.

III. C A M P E N.

Description
of *Campen*.

CAMPEN is a sea-port town of the province of *Overijssel*, in the *United Netherlands*, in east long. $5^{\circ} 40'$, lat. $52^{\circ} 35'$, situated near the *Zuyder-sea*, and on the south side of the river *Yssel*, eighteen miles west of *Swoll*, forty-two north-east of *Amsterdam*, and twenty-two north of *Deventer*. It is a large handsome city, surrounded with high thick walls, but fortified after the old manner. Tho' it belongs to the province of *Overijssel*, (a word that signifies on the other side of the *Yssel*) yet it is on this side of that river, just at the mouth of it. There are six gates to the town with broad ditches, tho' not very deep. *Bernard Van Galen*, the famous bishop of *Munster*, took this place *July* the 28th, 1672, but it was afterwards restored to its old masters the states-general. The river *Yssel* runs by the town, towards the middle of which they have built a handsome bridge. On the other side they have raised a fort with some batteries to command the passage of the *Yssel*, which is here of a great breadth. The public and private buildings are very handsome, especially the great church, the stadthouse, and the custom-house, which is a beautiful structure, and well worth a traveller's curiosity. The town has the liberty of coining money, and several other privileges. And yet the trade of this place is very much

much diminished of late years, which is owing to the mouth of the river *Yffel*'s being choaked up with sand.

IV. S W O L L.

WE have already given a description of *Swoll* in the preceding chapter, to which we have nothing here to add. It will not, however, be improper, before we proceed to *Deventer*, to give some account here of the other towns of *Over-ryffel*, which we leave behind us towards the north of this province.

The first place worthy of notice is *Vollenhoven*, *Vollenhoven* situated on the *Zuyder-sea*. It is a neat fortified town, with a great market for corn from the *Baltic*. It is the capital of a large district of the same name. Here the supreme council of the province of *Over-ryffel* resides, from whose judgment there is no appeal.

The next place is *Coverden*, the capital of the *Coverden*, district of *Drente*, in the province of *Overryffel*, in east long. $6^{\circ} 45'$, lat. $52^{\circ} 50'$, situated on the confines of *Westphalia*, thirty miles to the eastward of *Zwoll*, and forty north-west of *Deventer*. It represents the figure of a pentagon, and is very strong both by art and nature, being built in an impassable morass. It was often taken and retaken by the *Spaniards* and the *Dutch*, till at length the latter kept possession of it after it had been taken by prince *Maurice*. The bishop of *Munster* made himself master of it in 1672, but the *Dutch* retook it the same year. It is reckoned the key of the provinces of *Gröningen* and *Friseland*, as it commands the pass out of the bishoprick of *Munster* into those provinces; wherefore it is justly esteemed a place of very great consequence.

V. D E-

V. D E V E N T E R.

Deventer.

DEVENTER is a city of the *United Netherlands*, in the province of *Overijssel*, in east long. 6° , lat. $52^{\circ} 20'$, situated on the east shore of the river *Yssel*, eight miles north of *Zutphen*, twelve south of *Swoll*, and thirty east of *Amersfort*. Some think the name of this town is derived from *Davon*, a rich inhabitant of this country, friend to *S. Leevin*, who converted those parts to christianity. It is a large and populous city, strongly fortified with walls, and flanked with a great many bastions; and the ditches filled with the waters of the *Yssel*. It was formerly one of the hans-towns, and an imperial city, and is still a place of pretty good trade. It stands in a pleasant country, abounding in pasture and arable lands. There are four churches here, six gates, and a stadthouse remarkable for nothing but its antiquity. *Erasmus* had part of his education in their grammar-school, which has been since erected into an academy, where they have professors of philosophy, divinity, and *Hebrew*. The buildings are neat and handsome, the inhabitants being many of them noblemen and persons of distinction. There is here a bridge over the river, the two ends of which rest upon wooden piles, and the middle is supported with boats. Along the river side there is a fine key, adorned with rows of trees. Some of the city gates are of curious workmanship, especially that called the *Brink Poort*, which is adorned with statues and inscriptions. The most remarkable structure here is the tower of *Norenberg*, of a round figure, built with brick and stone, the walls seventeen feet thick, and of such large dimensions, that it requires a garrison of several thousand men to defend it.

VI. ZUTPHEN.

ZUTPHEN is a town of the *United Nether-* *Zutphen.*
land, in the county of *Zutphen* in *Gelderland*,
 in east long. 6° , lat. $52^{\circ} 15'$, situated on the river
Yssel, twelve miles north-east of *Arnheim*, eight south
 of *Deventer*, and twenty alm st north of *Nimeguen*.
 This place is thought to derive its name from its
 situation in the fens, but now since the country is
 drained, it is much resorted to by people of distinc-
 tion, on account of the healthfulness of the situa-
 tion. It is a large, handsome, well built town, and
 naturally very strong, having the river *Yssel* on one
 side, and the river *Berkel* on the other, which last
 runs thro' the middle of the town, and divides it
 into two parts, called the old and new, and then
 falls into the *Yssel*. Over this river there is a very
 handsome bridge, besides two more which join the
 old and new town together. The chief church is
 a stately building, adorned with a high steeple.
 There is here a large font of brass, of curious
 workmanship; and in the east side of the church
 a good public library. It is noted also for the mo-
 nument of count *Otho III.* and his lady. The
 stadthouse is a good structure, as likewise the
Wine-house in the market, and many others
 which merit a traveller's notice. There are still
 here the ruins of a palace, which, according to the
 tradition of the place, belonged to the ancient
 counts of *Zutphen*: near it is a high brick tower
 in the form of a pyramid, one of the principal or-
 naments of the city, affording a pleasant prospect
 over the neighbouring country. Not far from the
 chief church there is a large and magnificent struc-
 ture, with three fronts, in one part of which the
 states

states of the earldom hold their assemblies. The neighbouring country abounds with pastures and arable lands.

VII. D O E S B U R G.

Doesburg.

DOESBURG is a town in the province of *Gelderland*, situated on the river *Yffel*, eight miles south of *Zutphen*. It is by some called in *Latin* *Drusiburgum*, because they suppose it to have been built by *Drusus*, son-in-law to the emperor *Augustus*, who commanded the *Roman* army in those parts; being situated near the place where he cut the channel to bring the *Rhine* into the *Yffel*. But the name of *Drusiburgum* is not mentioned by any ancient author. The town is small but well peopled, and very strong by art and nature, having the river on one side and a morass on the other, and only to be approached by a narrow neck of land. Nevertheless the *French* took it in 1672 in three days. About sixteen miles to the eastward of *Doesburg* lies the town of *Groll*, another considerable pass from *Germany* to the *Low Countries*. The bishop of *Munster* took it in 1672, but yielded it to the states not long after.

Groll.

VIII. A R N H E I M.

Description
of *Arnheim*.

ARNHEIM is a city of the *United Netherlands*, in the province of *Gelderland*, and capital of that quarter which is called the *Veluwe*, in east long. $5^{\circ} 50'$, lat. 52° , situated on that branch of

of the *Rhine* called the *Leck*, thirty miles south of the *Zuyder-sea*, ten north of *Nimeguen*, six west of *Doefburg*, and thirty-two east of *Utrecht*. It is a large fortified town, mentioned, as some think, by *Tacitus* in his annals under the name of *Arenacum*, and formerly the residence of the dukes of *Gelderland*. The emperor *Charles V.* established here, in 1543, the council of the dutchy of *Gelderland* and the county of *Zutphen*. The air is very wholesome in this part of the country, where you get out of the moorish soil of the maritime province; for which reason it is inhabited by a great many persons of distinction. The buildings are neat and elegant, especially the church of *St. Eusebius*, which is taken notice of by travellers. The town is overlooked by an hill on the north-west side, from whence there is a pleasant prospect of the city and neighbouring country. From this hill there flows a large current of water, which turns their mills, and fills their ditch. The *French* took possession of it in 1672, but did not keep it long. It is a great thoroughfare into several parts of *Germany*; and the residence of the governor and chancellor of *Gelderland*. Near the *Rhine* gate there is a bridge of boats into the *Betuwe*. The trade of this town consists very much of corn.

Ten miles north of *Arnhem* stands the palace of *Dieren*, which belonged to the late king *William*; *Dieren*, the house is well built, with pleasant avenues, and is conveniently situated for hunting. And about seven miles further northward is the palace of *Loo, Loo*, situated in the middle of the *Veluwe*, in a very healthful air, the country round about abounding with all manner of game. This was the favourite seat of that prince, and his usual residence when he could retire from business. The gardens are much admired by travellers for their fine walks, grottos,

grottos, fountains, and cascades, and whatever can render such a retreat agreeable. Both these palaces belong now to the prince of *Orange*.

IX. U T R E C H T.

Situation of
Utre. bt.

Its antiquity,

fortifications,

and build-
ings.

U T R E C H T is the capital of the province of *Utrecht*, in the *United Netherlands*, in east long. 5° , lat. $52^{\circ} 7'$, situated on the channel of the *Old Rhine*, twenty-three miles south-east of *Amsterdam*, and twenty-five north-east of *Rotterdam*. This is a place of great antiquity, and generally supposed to have been a *Roman* colony under the name of *Antonina*. It is called in *Latin* *Trajectum ad Rhenum*, to distinguish it from *Maestricht*, called *Trajectum ad Mosam*. It is a fine, large, and populous city, situated in a very agreeable and plentiful country. Though it is fortified with nine bastions, two half moons, and one horn work, yet it is not esteemed a place of any great strength; at least the inhabitants did not think so when they opened their gates to *Lewis XIV.* in 1672, without giving him the trouble of besieging them. This prince kept possession of the town for a year and a half, and resided here himself almost a whole summer. During this time he had some thoughts of building a citadel, but his troops being obliged to withdraw, he desisted from his enterprize, after he had extorted 200,000 pounds from the inhabitants. The principal streets are cut through with canals, two of which run through the whole city, namely, the *Vaert*, and the new *Gracht*, over which there are thirty-five bridges. These are the principal canals of the town, and the buildings on the banks of the new *Gracht* are quite magnificent. The market-place is very large, and the center of several hand-
some

some streets. The houses are of brick, and many of them stately ; but the streets are not kept so clean as those of the cities in *Holland*. They have curious and neat cellars, which they cannot have in the province of *Holland*, the ground there being too marshy. Without the town there are beautiful rows of trees, to which the *English* have given the name of the *Mall*, by reason of their having some resemblance to St. *James's Park*. This place was the seat of an archbishop before it fell into the protestants hands, and had four collegiate churches, two commanderies, and several abbies, which have been all secularized by the states, and applied to other uses. As it stands in a very healthful air, it is frequented by persons of distinction, who have very fine houses in this city. The churches at *Utrecht* are magnificent : the great church, which was formerly the cathedral, is dedicated to St. *Martin*, and is celebrated for a tower of 460 steps, from whence there is a charming prospect of the adjacent country, no less than fifty walled towns appearing at the same time in view. The church of St. *Mary*, commonly called the *English* church, has a small library, with some old books and manuscripts, and among others a bible of the old translation in six volumes, finely writ in an ancient character, besides some pagan idols, and other curiosities.

The university of this city is very famous, and attracts a great number of foreigners, among the rest some *English*, who resort hither for their education. It was originally only a public school, founded by *David* of *Burgundy*, bishop of *Utrecht*, but in the year 1636 it was converted into a university by the states. The university is subject to the magistrates of the city, and has not a great many privileges to boast of. The students wear their ordinary dress, and board in private houses in the town,

University of
Utrecht.

Public li-
brary.

town, for there are scarce any endowed colleges in *Holland*. Here the states of the province assemble, to take cognizance of the affairs of the whole province. There is a public library here, well stocked with books in all branches of learning. The town-house is a very noble building. The painter's hall abounds with fine pieces: they have also a physic-garden, but of no great note. The town is famous for the treaty of union signed in 1579 between the seven provinces, which laid the foundation of the republic; as likewise for the treaty of peace signed here in 1713, between *France* and the grand allies. *Utrecht* gave birth to pope *Adrian VI*: whose house they always shew to foreigners, and to the celebrated *Anne Mary de Schurman*, so admired in the last century for her learning.

Montfort.

Eight miles to the westward of *Utrecht* stands the town of *Montfort*, a well built place, and capital of a small territory round it. There is a wall and other fortifications to defend it; yet it is a place of no great strength.

Vianen.

Not far from *Utrecht* stands the little town of *Vianen*, situated on the left bank of the river *Leck*. It is built in the form of a square; and belonging to the lords of *Brederode*, is not put into the list of the towns of *Holland*. The air is here very pure and clear, and all sorts of commodities cheaper than elsewhere, because they do not pay so much duty. It is a neat town, surrounded with walls, and encompassed with pleasant fields. The castle of *Battenstein*, the seat of its ancient lords, is remarkable for statues, pyramids, paintings, and fine gardens. This town, with its lordship, belonged formerly to the noble house of *Bred:rode*, from whom it came by marriage to the counts of *La Lippe*, who some years ago sold it to the states of *Holland*. Those who had misfortunes in trade, used to take

W
From U

take shelter here under its ancient lords, which privilege the town still enjoys under its new masters.

CH A P. VIII.

Journey from Amsterdam to Cleves in the way to Cologne and Frankfort.

TRavellers that do not chuse to make any part of this journey by water, may go with the *Arnheim* post-waggon, which sets out every day at six in the morning from *Reguliers Breefstraat* in *Amsterdam*, and in summer time arrives the same day at *Arnheim* and *Nimeguen*. This is the most expeditious way; but for such as are not in a great hurry, but like to see the country, we shall give the following route.

English miles from one place to another.	AMSTERDAM		English miles from Amsterdam.
	23	UTRECHT	
	12	Wyk te Duerfede	
	6	Rhenen	
	8	Wageningen	
	6	ARNHEIM	
	10	NIMEGUEN	
	12	CLEVES	

Remarkable places in this Journey.

I. U T R E C H T.

WE have given a description of *Utrecht* in the preceding chapter, page 190. From *Utrecht* a waggon sets out every morning for

K Nimeguen

Nimeguen and *Arnheim*, and goes through *Wyk te Duerstede*, *Rhenen*, and *Wageningen*, of which places we shall give a short description.

WYK te Duerstede, or Duerstede, is a town of the *United Netherlands*, in the province of *Utrecht*, in east long. $5^{\circ} 15'$, lat. $52^{\circ} 10'$, twelve miles south-east of the city of *Utrecht*, and twelve miles south of *Amersfort*. This is a very ancient place, being mentioned, as some imagine, by *Tacitus* in his annals, who calls it *Batavodurum*; and by other *Roman* writers it was called *Durostadium Batavorum*. Some writers affirm that it had formerly fifty parish churches, and that it was several times ruined by the *Normans*. The town is small, but pleasantly situated at the confluence of the *Leck* and the middle channel of the *Rhine*. It is well built, and surrounded with a wall, but retains very little of its ancient grandeur. There is a castle that is thought to have been built by *Drusus*, but is now fallen to decay.

RHENEN is another small but ancient town of the province of *Utrecht*, situated on the *Leck*, six miles from *Wyk te Duerstede*, and about twenty from *Utrecht* and *Arnheim*. It is an ancient town, surrounded with walls and bastions. The church has a fine clock, with a most harmonious chime of bells. This place is remarkable for having been the residence of *Frederick* elector *Palatine* and king of *Bohemia*, who retired here, and built himself a palace, after the unfortunate battle of *Prague*, which stripped him at one blow of his new kingdom as well as of his electoral dominions. In the fields

fields between the town and *Utrecht*, they dig most of the turf that serves the neighbouring country with fuel.

WAGENINGEN is a town of the *United Netherlands*, in the province of *Guelderland*, in east long $5^{\circ} 35'$, lat. 52° , situated on the river *Leck*, eight miles north-west of *Nimeguen*. This is a very old town, supposed to be the *Vada* of *Tacitus*, which was so stoutly defended by *Julius Briganticus* against his uncle *Civilis*, the famous *Batavian* general. It stands on a marshy ground, which adds to its strength: on one side there is a large barren heath, and on the other pleasant meadows and arable lands. It is tolerably well built, and reckoned the third town of that part of *Guelderland* called the *Veuwe*. Its inhabitants have a pretty good trade in their cattle, and in tobacco.

II. A R N H E I M.

THIS city has been already described in the preceding chapter, page 188. but as it is a great thoroughfare to *Germany*, we shall give some account here of the post-waggon that set out from hence for several parts of that country.

The post-waggon to *Frankfort* sets out from Post-waggon to Frankfort. hence in *March*, *April*, and the whole summer, on *Sunday* at seven in the morning, and *Friday* in the evening it reaches *Frankfort*.

The post-waggon to *Cassel*, in the landgraviate Post-waggon to Cassel. of *Hesse*, sets out in summer on *Sunday* at seven in the morning, and going through *Munster* and *Paderborn*, arrives at *Cassel* in three days. But

The GRAND TOUR.

in winter it sets out on *Thursday* at nine in the morning, and reaches *Cassel* in six days.

Post-waggon
to *Cologne*.

The post-waggon to *Cologne* sets out on *Thursday* morning, and going through *Emmeric*, *Wesel*, and *Dusse'dorp* gets to *Cologne* on *Saturday*.

III. N I M E G U E N.

N I M E G U E N is a city of the *United Netherlands*, in the province of *Gelderland*, in east long. $5^{\circ} 50'$, lat. $51^{\circ} 55'$, ten miles south of *Arnhem*, eight north of the *Grave*, and fifty-two south-east of *Amsterdam*. This is a place of very great antiquity, supposed to have been built by the *Batavians* before the birth of our Saviour, and called by them *Oppidum Batavorum*. It was burnt in the wars with the *Romans*, and upon its being afterwards rebuilt, it took the name of *Neomagum*. It is now a large, rich, populous city, and the capital of the province of *Gelderland*. It is built on a branch of the *Rhine* called the *Waal*, in the form of a crescent, on five small hills on the river side. The *Spaniards* and *Dutch* often took and retook it in the sixteenth century, but the latter at length remained masters of it. Upon the *French* invasion in 1672, it surrendered after a siege of six days, the garrison being made prisoners of war; but it was restored to the *Dutch* in 1674. The streets are large, the houses very neatly built of brick, and covered with slates. There are still ten churches remaining, the chief of which is a handsome structure, dedicated to *St. Stephen*. Here is a fine monument of *Catherine of Bourbon*, daughter to *Charles of Valois*, duke of *Bourbon*, wife to *Adolph VII.* duke of *Gelder*, and mother to *Hercules of Gelderland*. The stadthouse is a fine buildings,

building, adorned with the statues of several emperors. They have two hospitals for the maintenance and education of poor children, two for ancient people, one for lepers, two for the sick, and one for lunatics. The castle called *Vulckhoff*, or *Waalhoff*, which signifies a palace upon the *Waal*, was anciently esteemed very strong; but now it is only famous for one of the finest prospects of the neighbouring country that can be imagined. This castle has three large courts, and two chapels; the largest of which is supported by eight pillars on each side, and abounds with antient inscriptions. Upon the gate, to the north-west of the castle, are these inscriptions. *Pes imperii. Huc usque jus Stavriæ (a). Melior est bellicosa libertas, quam servitus pacifica.* In 1608, a navigable canal of ten miles in length was dug from hence to *Arnheim*, at the joint charge of those cities. Here a vast number of *Roman* antiquities have ben discovered, upon digging for new foundations, such as pictures, statues, urns, church vases, &c. a great many of which are kept and shewn to strangers in the stadthouse. *Nimeguen* is famous for the treaty of peace concluded here in 1678, between the confederates and the *French*. On the opposite side of the river *Waal*, lies the strong fort of *Knodsenburg*, built at first to bridle the inhabitants, but now it is their defence, and renders them masters of the passage of the *Waal*.

We have already observed that *Nimeguen* is the The Betuwe. chief town of the *Betuwe*, or *Batavia*, the seat of the ancient *Batavi*, so frequently mentioned in the *Roman* history. The present *Batavia*, or *Betuwe*,

(a) The reason of these inscriptions is supposed to be, that this was the limit of the *Roman* empire on this side, and that the impost, called *Stavria*, did not reach them.

extends from *Schenckenschans* in the east, to *Worcum* in the west, being a tract of about forty miles in length, but the greatest breadth not above sixteen. There are some other towns in *Betuwe* which we do not meet with in our present journey; but as they are not far from *Nimeguen*, and most of them are in the way from *Nimeguen* by water to *Rotterdam*, we therefore think proper to give here a short description of them.

*Schen-
ken-
schans.*

The first place is *Schenckenschans*, a strong fortress on the frontiers of *Gelderland*, in east long. 6° , lat. $51^{\circ} 52'$. It takes its name from the engineer *Schenck*, who projected this important place, *Schans* being the *Dutch* name of a fortress. It stands on that point of the *Betuwe*, where the *Rhine* divides itself into two branches, one of which takes the name of the *Waal*, and the other goes by its old name. Being thus situated, it commands both these rivers, and is one of the principal passes between *Germany* and the *United Netherlands*. Near the fort is a small town, which has a market-place, and about 800 inhabitants. It belonged to the dukes of *Cleves*, and on that account the king of *Prussia* has pretensions to it.

Thiel.

The next place is the town of *Thiel*, situated on the south side of the *Waal*, twelve miles west of *Nimeguen*. It is a very ancient town, but lies in a marshy soil, which renders it unhealthful. It is tolerably strong, and capital of a district called the *Tieler Waert*.

Bommel.

The third place is *Bommel*, a town of *Dutch Gelderland*, in east long. $5^{\circ} 50'$, lat. 52° , situated on the north shore of the river *Waal*, ten miles to the westward of *Thiel*. The city is well built and very pleasant, surrounded with good fortifications, and capital of a country called the *Bommel Waert*, which is an island formed by the *Waal* and the *Maese*,

FR
ist of
the 11
twelve
Rynbe
Sons,

Maese, about twelve miles long, and four broad. On the west point of this island stands the castle of *Lovestijn*, and on the east the two strong fortresses of fort *St. Andrew*, and fort *Vorn*, or *Nassaw*, which commands the rivers *Maese* and *Waal*.

The fourth place is *Culenburg*, so called from *Culenburg*, its low situation: it is a neat town, situated at the left side of the river *Leck*, about six miles from *Vianen*, and as many from *Buren*. The adjacent country abounds with pleasant walks, and beautiful villages. This place is a sanctuary to the unfortunate, who may buy their freedom of the town, and then cannot be called to account by any court of justice in the seven provinces, without the consent of the magistrates of *Culenburg*. It has the title of an earldom, which came by marriage to the count of *Waldeck*.

The fifth is *Buren*, a small town situated on the *Buren*, river *Ling*, about five miles distant from *Thiel* to the north-west. It has a castle, a town-house, and a pretty good church; and is the capital of an earldom, which came to the family of *Orange* by the wife of *William I.* daughter to the count of *Buren*. The privileges are near the same as those of the county of *Culenburg*.

IV. C L E V E S.

FROM *Nimeguen* a post-waggon sets out for *Cologne* every *Tuesday*, from the 1st of *April* to the 1st of *September*, at ten in the morning; and from the 1st of *September* to the 1st of *April*, exactly at twelve, and goes by the way of *Cleves*, *Santen*, *Rynberk*, *Meurs*, *Urdingen*, *Nuis*, *Dusseldorp*, and *Sons*, and arrives at *Cologne* in four days; from
Waggon from Nimeguen to Cologne.

whence there is a post-waggon that sets out every Sunday for *Frankfort*.

Description
of *Cleves*.

Cleve, or *Cleves*, is the capital of the dutchy of *Cleves*, in the circle of *Westphalia* in *Germany*, in east long. $5^{\circ} 36'$, lat. $51^{\circ} 40'$, situated near the western shore of the river *Rhine*, about twelve miles south-east of *Nimeguen*, and sixty north-west of *Co'ogne*. It is supposed to take its name of *Clivia* from its situation on the declivity of a hill between the *Rhine* and the *Maese*, where it is surrounded with cliffs and craggy rocks. Some think it was the old *Colonia Ulpia Trajana*; and by the ruins about it, there is room to conclude it was formerly of much larger extent than it is at present. There is an inscription here on the south gate under the monument of *Eumenius Rhetor*, who is said to have taught rhetoric in this city, importing that he resided here in the time of *Julius Cæsar*, who founded the castle; of *Augustus Cæsar*, who had a garrison in it; of *Ulpus Trajanus*, who made it a colony; and of *Ælius Adrianus*, who enlarged it, and reduced it into the form of a city. But whether this inscription be not of a later date than it pretends, is a point very much disputed. This city is small but pleasant, well built and populous, having several fine houses belonging to persons of quality; but those of the ordinary citizens are mean. The castle is large and charmingly seated on the top of a hill, but irregular, and of no great strength. There are stately apartments in the castle, which was the palace of their antient dukes. The river *Hel*, which runs by the foot of the castle, is navigable by small vessels to the *Rhine*. On the west side of the town lies the park of prince *Maurice* of *Nassau*, admired for its fine water-works, canals, and grottos. Above these is a high hill called the *Sternberg*, from whence one may discern *Utrecht* fifty miles off, with forty more cities and great towns,

towns, twelve of which are seen thro' so many walks cut thro' the woods. The prince's house stands in a wood on the east side, and, among other rarities, has a noble collection of old *Roman* urns, and divers other monuments of antiquity. As the town is subject to the king of *Prussia*, the government is protestant, but the *Roman* catholics have most of the churches here as well as in the rest of the dutchy, by virtue of an agreement made with the elector *Palatine* on the division of the country, who promised the same liberty and indulgence to the protestants in that part of it which fell to his share. From hence to *Santen*, which is five leagues, there is one continued range of walks.

From *Cleves* the post-waggon sets out three times a week for *Cologne*, that is *Mondays*, *Wednesdays*, and *Fridays*, exactly at eleven in the morning. Those who do not chuse to go back the same way to *Amsterdam*, may take the post-waggon here to *Nimeguen*, from whence they may go with the sailing-boat, which sets out every morning at eight, for *Rotterdam*.

Waggon
from *Cleves*
to *Cologne*.

CHAP. IX.

Journey from Amsterdam to Antwerp and Brussels.

THIS journey can be performed by several routes, as well by water as land. By water the easiest and cheapest is to go with the night-boat from *Amsterdam* to *Tergow*, and from thence with the waggon at six in the morning to *Dort*, and from thence with the ordinary passage-vessel which sets out *Tuesdays*, *Thursdays*, and *Saturdays* for *Antwerp*; and when the boats from *Antwerp*

The GRAND TOUR.

happen to be at *Dort*, they return on *Mondays*, *Wednesdays*, and *Fridays*, with the tide. Another way by water is to go to *Rotterdam*, and from thence with the passage-vessel, which in the winter sails three times a week, to *Antwerp*, namely, on *Tuesdays*, *Thursdays*, and *Saturdays*; in summer generally every day. But as this passage by water from *Rotterdam* or *Dort* is sometimes very tedious, by reason of contrary winds and bad weather, we do not therefore advise it but to such as would chuse the cheapest way, without any regard to its inconveniencies. A third and the best way by water is, if there be three, four, or more gentlemen in company, and especially if there be any ladies, with their attendants and baggage, to hire a yacht at *Rotterdam*, which you may have for seven, eight, or ten gilders a day, according to the size. There they can take in their own provisions, and have good beds to lye on at night; and if they have a mind, they may stop by the way, to see *Dort* or *Bergen-op-Zoom*, or some of the towns of *Zealand*.

By land there are three ways of performing this journey, two by the way of *Dort*, and one by *Rotterdam*; these different routes we shall give here in their proper order.

First route from Amsterdam to Antwerp and Brussels.

English miles from one place to another.					English miles from Amsterdam.
30	AMSTERDAM			30	
15	TERGOW			45	
16	DORT			61	
30	BREDA			91	
12	ANTWERP			103	
5	MECHLIN			108	
7	Vilvorden			115	
	BRUSSELS				

Second

*Second route from Amsterdam to Antwerp and
Brussels.*

English miles from one place to another.	AMSTERDAM	English miles from Amsterdam.
	30 TERGOW	
	15 DORT	
	12 WILLIAMSTADT	
	11 Steenberghe	
	5 BERGEN-OP-ZOOM	
	8 Sanfleet	
	4 Lillo	
	8 ANTWERP	
	12 MECHLIN	
	5 Vilvorden	
	7 BRUSSELS	

*Third route from Amsterdam to Antwerp and
Brussels.*

English miles from one place to another.	AMSTERDAM	English miles from Amsterdam.
	30 TERGOW	
	12 ROTTERDAM	
	11 Stryense Sas	
	8 Maerdyke	
	32 ANTWERP	
	12 MECHLIN	
	5 Vilvorden	
	7 BRUSSELS	

In regard to those who want to go from *Rotterdam* to *Antwerp* with the greatest expedition, it may be observed that there is a post-waggon which sets off from the toll-house near *Rotterdam* in summer time, from the first of *April* to the last of *September*, every morning at five o'clock. The freight for every passenger is nine guilders nine stivers; he is allowed to take with him fifteen pound of baggage, and for what exceeds that weight, he must pay one stiver a pound. It is the same from *Antwerp* to *Rotterdam*.

The GRAND TOUR.

In winter one may hire a waggon at *Rotterdam* for the same journey, but then it takes almost two days, and consequently is more expensive.

Remarkable places in the first route.

I. T E R G O W.

WE have given a description of *Tergow*, chap. 4. p. 145. From *Tergow* to *Dort* a sailing boat goes every day at the ebbing of the water; and a waggon every morning, if there be passengers with the night-boat from *Amsterdam*. There is no regulated price for this waggon, but if there be two or three passengers they generally agree for about three gilders, and for more in proportion if there be a greater number. There is also a post-waggon that sets out from this town for *Breda* every *Monday*, *Wednesday*, and *Friday* in the morning; freight, four gilders four stivers.

II. D O R T.

THIS city has been described page 130. In the way from hence to *Breda* you come to a village called *Lage Swalve*, where you cross over an arm of the sea called the *Holland's Diep*.

III. B R E D A.

Description
of *Breda*.

BREDA is the capital of *Dutch Brabant*, situated in east long. $4^{\circ} 40'$, lat. $51^{\circ} 40'$, twenty-five miles north-east of *Antwerp*, nine from the sea, about

about seventeen from *Bergen op-Zoom*, and twenty-six south-east of *Rotterdam*. This is a large, populous, well built city, regularly fortified after the modern way, and one of the strongest fortresses on the *Dutch* frontiers. It is an ancient barony, containing seventeen considerable villages, and has upwards of 300 years belonged to the counts of *Nassau*, prince of *Orange*, to whom it came by marriage about the year 1400. There is generally a numerous garrison of the states troops in the town, who keep possession of it as executors of king *William's* will; but the right of it is disputed by the king of *Prussia* and the prince of *Orange*. King *William* rebuilt the castle in the modern taste, which is a handsome square of free-stone, adorned with fine gardens and a park. Opposite to this castle stands the new arsenal. The town is situated in a great morass on the banks of the river *Merck*, which surrounds the castle in the form of a moat. The *Spaniards* surprized it in 1581, but it was retaken by the *Dutch*, by a stratagem of conveying eighty soldiers under a load of turf into the castle. It was afterwards besieged and taken in 1624 by the famous *Spanish* general *Spinola*, who had raised such works about his camp, as to render it impossible for prince *Maurice* to relieve it. Prince *Frederick Henry* laid siege to it in 1637, and took it after a very obstinate defence, since which time the *Dutch* have continued masters of it. The great church is a handsome structure, remarkable for its fine spire 362 feet high, and for several monuments. Among the rest the mausoleum of *Angelbert II.* count of *Nassau*, is a curious piece, adorned with several statues and inscriptions suitable to the occasion. The town-house is a very large building, situated in the market-place; the apartments are regular, and
sump-

The GRAND TOUR.

sumptuously furnished. The fortifications of *Breda* are particularly taken notice of by travellers. The town is of a triangular figure, the ramparts of which are covered with stone, and planted all round with elms. At every angle there is a gate built with brick: the curtains are flanked by fifteen bastions planted with cannon, and by fourteen ravelins. The country is marshy, and often overflowed by the sea, which renders its approach extremely difficult to an army. The circumference of the town is reckoned about 4000 paces, containing 2200 houses. The neighbouring country abounds with plentiful pastures, watered by the river *Merck*, which enters into this city, and forms a variety of canals. The town has plenty both of salt and fresh-water fish, beause the *Merck* falls into the *Ro vaert*, by which it has a communication with the sea. It is noted for the treaty which restored king *Charles II.* to his dominions; and for the famous treaty of peace concluded between the said king *Charles*, *Lewis XIV.* and the states, under the mediation of the *Swedes* in 1667.

IV. ANTWERP.

Its Situation.

ANTWERP is the capital of the marquisate of *Antwerp*, a province of the *Austrian Netherlands*, in east long. $4^{\circ} 15'$, lat. $51^{\circ} 15'$, situated on the eastern shore of the river *Scheld*, twenty-four miles north of *Brussel*, thirty north-west of *Lovain*, and twenty-four north-east of *Ghent*. It is a large beautiful city, built in the form of a crescent, in a low fenny ground, about seven miles in circumference, surrounded with a beautiful wall, and bastions faced with stone; the top of the wall is 100 feet broad, and planted on each side with

rows

rows of trees. Between these trees there are walks broad enough for two men to go a-breast, from whence you have a most delightful prospect of the adjacent country. The streets are broad and regular, the buildings magnificent; and the whole so beautiful and uniform, that it is usually and justly compared to *Florence*. The origin of this town is *Antiquity*, obscure and fabulous, some pretending to derive it from the giant *Antigonus*, who, as 'tis reported, had a very strong castle in the place where the city now stands, from whence he used to infest the country, and plunder the passengers. If they happened to have any thing about them that satisfied him, he let them go; otherwise, he cut off one of their hands and flung it into the river; so that from the *Dutch* word *handt* (*hand*) and *werpen* to (*throw*) the name of *Hantwerpen*, or *Antwerpen*, was formed. Thus it is expressed by *Cornelius Grapheus* in the following distich:

*Projectæ fecere manus, rigidique tributum
Antigoni, magnum tibi, magna antverpia, nomen.*

But the most probable derivation is from an advanced bank (which the word *Antwerp* signifies in *Dutch*) thrown up in that very place, as a defence against the overflowing of the *Scheld*. The ancient name was *Altuacum*; *Antverpia* does not occur but in authors of the middle centuries.

No city in the *Netherlands* has so many beautiful churches as *Antwerp*. The church of *St. Mary*, now the cathedral, is a noble pile, upwards of 500 feet long, 230 broad, and 360 high. The steeple is one of the finest in the world, from whence one may see the cities of *Ghent*, *Mechlin*, and *Louvain*, and on the other side, the islands of *Zealand* in clear weather. The altars in this church are finely adorned with painting, some of them by the

The GRAND TOUR.

famous *Rubens*. The picture of taking our Saviour down from the cross, the figures of which are all as big as the life, is reckoned a master-piece. There are likewise some fine pieces of *Quintilian Massy*, who was a blacksmith by trade, but falling in love with a painter's daughter, was told by the father that he would marry her to none but a painter. This declaration served only to heighten *Massy's* affection, wherefore he exchanged his hammer for a pencil, and setting out for *Italy*, applied himself with such eagerness to painting, as rendered him eminent in the art; and upon his return to his country, he obtained the sweet reward of his labour. He is interred at the entrance of the cathedral, where his effigy is set up with this inscription:

Connubialis amor de Mulibre fecit Apellum.

St. *John's* church near the *Mere-street* is also a noble building, as likewise those of the *Augustines* and *Dom'nicans*. But among all the churches of the religious orders, that of the *Jesuits* is most admired, being one of the finest in *Europe* for its dimensions, workmanship, and paintings. All the inside is of white marble, intermixed with jasper, porphyry, and gold; and the ceiling is embellished with thirty-eight pictures from the history of the *New Testament* done by *Rubens*. The chapel adjoining to it is still more magnificent, being enriched with six statues of alabaster, representing the founders of the chapel; and the great altar is adorned with the picture of the assumption of the Virgin *Mary*, which *Rubens* called his favourite piece. This church was very much damaged some years ago, and the galleries of marble beat down by thunder; but it is now well repaired, and much lighter by the want of the galleries. The college, with its library, is also very well worth a stranger's curiosity.

curiosity. Near the ramparts and on the banks of the *Scheld*, stands the noble and rich abbey of St. *Michael*, celebrated for its fine apartments, and painted refectory. There are likewise a great quantity of other religious houses both of men and women, and among the rest of the *English* nuns of the order of St. *Teresa*, which have most of them something particularly worth seeing.

Religious houses.

The other public buildings are very fine in their kind. There are twenty-two squares in this city, 212 streets, all broad and regular, and the houses high; even the antiquity of them add to their beauty, because it gives us an idea of the ancient splendor of this great city. Most of the houses have court-yards, and gardens behind. The chief street is called the *Mere*, where all the best taverns and coffee-houses are, being the ordinary resort of the nobility and gentry. This street is well paved, and broad enough for six coaches to go a-breast in, the houses generally of free-stone. Joining to the *Mere* is the *Exchange*, built in 1531, and the first edifice of the kind in *Europe*, from whence Sir *Thomas Gresham* took his model of that at *London*. It stands in the center of four large streets, has four spacious gates opposite to one another, and the walks on each side are supported by forty-three pillars of blue marble, all engraved, but not two of them alike. It took its name of *Bourse*, from a house that was built formerly in the same place, on which there was a scutcheon charged with three purses; and from that time the public places appointed for the meeting of merchants, have retained the *French* name of *Bourse*. The length of this exchange is 180 feet, and the breadth 140. Underneath there are vaults and magazines for merchants goods, and above, an academy for painting, sculpture, architecture, and mathematics. This exchange is said to have cost the city 300,000 crowns.

Other public buildings.

The Exchange.

crowns. The town-house is also a magnificent structure, built entirely of free-stone, consisting of four courts with a fine frontispiece, adorned with several statues, a small cupola, and an eagle on the top. The *Dutch* observe, that from the time this building was finished, the trade of the town began to decay. The house of the *hans-towns*, called *Easterlings*, built when this city was in a flourishing condition, in 1468, for the conveniency of merchants coming from the *Baltic* sea, is a square stone building, of 230 feet, with magazines on the top for dry goods, and cellars below for wet; and in the middle story, which has a gallery round the square, there are three hundred lodging-rooms for merchants, now applied to other uses. On the top of the gate leading to the key, there is a statue of the above-mentioned giant, with a gauntlet in his hand, in a throwing posture; this gate, as well as many of the others, was designed by that famous painter and architect Sir *Peter-Paul Rubens*, who was born here, and interred in the church of *St. James*. There is a building also erected by the tapestry-merchants, which is admired for its dimensions and architecture.

Citadel.

There are seven gates at *Antwerp*, from each of which is a long street, that terminates at the cathedral, about the center of the city. The great market-place, where stands the town-house, is very spacious, as likewise the fish-market: but the most curious is the *Fridays* market, where, every *Friday*, all sorts of household-goods, pictures, and jewels, are sold by auction. The citadel, built by the duke of *Atva* to keep the city in awe, is one of the strongest and most regular in the world, and has served for a model to all those that have been built since that time. It is of a pentagon figure, having five royal bastions, that defend one another, with double ditches large and deep,

deep, and but one gate to go in and out. It stands on the south side of the city, on the banks of the *Scheld*, and commands the city, the river, and the neighbouring country. The building of this citadel was the first check to the trade and greatness of this port. It is about a mile in circumference, having a good large space of ground between it and the city. Here are large repositories for ammunition and provisions, and conveniencies for quartering about 3000 soldiers. It was in this citadel that the duke of *Alva* erected his own statue, trampling upon the conquered states of the *Netherlands*.

Every body must have heard that this city was Trade. once the most flourishing place for trade in all *Europe*. Its situation contributed vastly to its commerce, being built upon the banks of the river *Scheld*, which is here twenty feet deep, the tide rising twelve feet more, insomuch that ships of burthen may come up and unload at the keys. Besides, there are also eight canals cut from the *Scheld* for the conveniency of carrying vessels into the town, some of them able to contain a hundred sail, all which made it one of the safest and most commodious harbours in *Europe*. Another thing that contributed to increase its trade in the beginning of the sixteenth century, was the war which began to rage in *Flanders*, which induced the merchants to remove from *Bruges* hither, by which means *Antwerp* became (what *Bruges* had been before) the grand mart of *Europe*. The trade of this city was at its height about 1568, when it was supposed to contain 200,000 inhabitants; and when there frequently lay in the river no less than 2500 ships at a time, and very commonly 500 vessels went out or came in in a day. But this did not last long; for upon the breaking out of the civil wars in the *Low Countries*, this city was twice sacked, and

The GRAND TOUR.

and a great part of it burnt down in 1576. This frightened great numbers of the merchants away; and the *Dutch* soon after forming themselves into a republic, made themselves masters of the islands of *Zealand*, which lie at the mouth of the *Scheld*, by which means they hindred all ships from coming up but what paid toll. The navigation of the *Scheld* having been thus rendered impracticable, the trade of this town declined apace, and removed at length to *Amsterdam*, a place at that time very inconsiderable, but now one of the most flourishing in *Europe*. With regard to the trade of *Antwerp*, it is mentioned in the annals of this city, that in the year 1550 it amounted to 133 millions of gold, without reckoning the bank. They tell likewise a story of one *John Daens*, a merchant, who had lent a million of gold to the emperor *Charles V.* in order to help him to carry on the war in *Hungary*. Upon the emperor's return to *Antwerp*, he was invited to dinner by his creditor, and accordingly accepted the invitation. The merchant entertained his noble guest in a most splendid manner, burning nothing but cinnamon while the entertainment lasted, and to crown the whole treat, flung the emperor's obligation into the midst of the fire.

Skill in the
polite arts.

Upon the removing of the trade of this great city to *Amsterdam*, the inhabitants began to turn their heads to banking, jewelling, and painting. As to their banking, they have continued it to our times with the greatest perfection; for at *Antwerp* one may negotiate bills of exchange for any sum to any part of *Europe*; and in queen *Ann's* wars, two brothers, by name *De Konning*, paid, one the army of *France*, and the other that of the confederates. With respect to painting, every one knows to what perfection it was carried under the famous *Rubens* and his eleves, by whose celebrated labours

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this city had the honour of being esteemed one of the principal schools of that art. This town has been likewise famous for printing, the *Plantin* editions being vastly esteemed in the republic of letters. *Plantin's* printing-house remains in some measure to this very day ; it was reckoned the best in *Europe*, having been furnished with an hundred different sorts of fonts of letters, two of which were *Syriac*, ten *Hebrew*, nine *Greek*, and forty-seven *Roman*.

At what time *Antwerp* was erected into a mar-
quisate, or how far its limits extended, is what Civil go-
cannot be easily determined ; 'tis certain, however, vernment.
that it was afterwards an imperial city, and the princes of *Nassau* were burgraves or governors of it. It was made a bishop's see by pope *Paul IV.* at the request of *Philip II.* king of *Spain*, who assigned seven towns and 144 villages to its spiritual jurisdiction. With regard to the civil government, nine persons taken out of the nobility, and as many nominated by the prefects or masters of the streets, together with eighteen more of the principal citizens, in all thirty six, are presented to the prince, who appoints one half of them for a standing senate, who chuse afterwards two burgo-masters or consuls, one of whom represents the city at the convention of the estates, and the other administers justice at home, having with the senate above-mentioned the cognizance of all causes civil and criminal. The city has also a scout or sheriff, for apprehending and executing malefactors ; and a solicitor-general to prosecute offenders on the behalf of the city. The senate appoint all inferior officers, and elect another council of twelve from among the deans or masters of the several trades or companies.

The best houses of entertainment are said to be the *Labourer*, and the city of *Brussels*, both in the *Meer-sstraat*.

V. MECHLIN.

Situation of
Mechlin.

MECHLIN is the capital of the lordship of Mechlin, in the *Austrian Netherlands*, east long. 4° , $22'$, lat. 51° $10'$, twelve miles south-east of *Antwerp*, twelve north-east of *Brussels*, and eleven north-west of *Lovain*. It is a large well-built city in the heart of *Brabant*, having *Antwerp*, *Lovain*, and *Brussels* in a triangle, at an almost equal distance, and is situated on the rivers *Dyle* and *Demer*, which unite before they reach this city. It consists of several islands, made by the branches of the *Dyle*, or artificial canals, over which they have built a great many bridges. The streets are large and neat, the market-place spacious, and contiguous to the town-house, which is a very good building. Tho' it has some fortifications, yet they are of no great strength, having never attempted in the late wars to make any defence. The town is divided into seven parishes, each of which has a handsome church. The cathedral called *St. Rombaud*, is a fine gothic building; the steeple is the highest in the country, from whence there is a very beautiful prospect.

Buildings.

Fortifications.

Churches.

Archbishoprick.

Civil government.

Among the religious houses, the monastery of the *Franciscans*, and the nunnery of *St. Clare*, are most worthy of notice. A great many of their churches are finely embellished with pictures, and several gentlemen have private collections, to which strangers have free admittance. Pope *Paul IV.* erected this city into an archbishoprick in 1559, and gave the prelate the title of primate of the *Low Countries*. The states of this lordship or province, consist of a certain number of the magistracy, and the representatives of the common people. Here is also kept the high court of justice or

par-

parliament, instituted by *Charles the Bold*, duke of *Burgundy*, in 1473, consisting of a president and sixteen senators, to which high court all appeals were brought formerly from the rest of the provinces, as they still are from those who reside in the *Austrian Netherlands*. There generally resides here a greater number of the nobility than in any other city of the *Low Countries*; for which reason we meet with some stately houses in almost every street. They are famous for the casting of bells ^{Trade,} and great guns, and have excelled chiefly of late years in the article of lace, which is the finest in the *Low Countries*. They have also a considerable trade in corn, blankets, and thread. The *Beguinaige* (a place inhabited by a sort of religious women, who make no vows, but are at liberty to quit that life and marry) where they make this fine lace, ^{Lace,} is very spacious, environed with a wall like a little town, and contains generally a thousand maidens; their church is very finely adorned. There are such beguinages in almost every town in the *Austrian Netherlands*. They brew likewise very good beer in this city, which they sell to the other provinces.

VILVORDEN is a small town of the *Austrian Netherlands*, in the province of *Brabant*, in east long. $4^{\circ} 20'$, lat. 51° , situated on the river *Senne*, between *Mechlin* and *Brussels*, about six miles distant from each. It is a poor town, full of religious houses, in which there is nothing worth remarking. But it is strong both by art and by its situation, as the confederate army under the duke of *Cumberland* experienced in 1745, when the

the *French* army, with much superior numbers, durst not venture to attack them in this position.

There is an old castle here in which they used formerly to confine state prisoners, but now it is the depository of the records of the province of *Brabant*. The canals which lead from *Brussels* to *Antwerp*, run by this city, which is of some advantage to its trade. They have draw-boats that go and come from *Brussels* in an hour and a half.

VI. B R U S S E L S.

Situation of
Brussels.

Fortifica-
tions.

BRUSSELS is the capital of the province of *Brabant*, and of all the *Austrian Netherlands*, situated on the little river *Senne*, in east long $4^{\circ} 6'$, lat. $50^{\circ} 50'$, twenty-four miles south of *Antwerp*, and thirty south-east of *Ghent*. This is a large and populous city, of an oval figure, partly situated in a plain, and partly on the brow of a little hill. It is about six miles in circumference, surrounded with a double brick wall and other fortifications, and capable now of sustaining a siege, as we have a modern instance, when it was besieged and taken after a vigorous defence in the beginning of the year 1746, by marshal *Saxe*. In 1696, it was bombarded by marshal *Villeroy*, who came before it with a very large army, and demolished above 2000 houses, together with the stadthouse and several churches, whereby the town became a heap of rubbish; but it was soon rebuilt to a great advantage. The low town of *Brussels* is divided by great canals, filled by the above-mentioned river *Senne*, which communicates with the *Rupple*, that falls into the *Scheld*, by a fine navigable canal, whereby this city has a communication with *Antwerp* and other places. This was effected at a prodigious expence, some say 1,800,000 florins; for they

they were obliged to level a mountain, and to erect sluices, by which vessels are raised perpendicularly to a surprizing height. The town-canal is navigable for barks of a considerable burthen, and are very convenient for trade. The air of *Brussels* is very good, being situated in a pleasant fruitful country. The streets are of a convenient breadth and well paved, the houses large and commodious, the public and private buildings both uniform and elegant, especially since the above-mentioned bombardment in 1696.

The churches in this city are very magnificent, particularly that of *St. Gudula*, which is the great church. It lies on the top of a hill near the gate of *Lovain*, and is environed with iron balustrades. It is an old gothic building, with two large steeples on the east end, but finely adorned within. The little chapels on each side are embellished with painting, and balustraded with marble. In the choir there are several handsome monuments of princes, but the finest toward the great altar is that of *Ernest* archduke of *Austria*, governor of the *Low Countries*. The chapel of the holy Sacrament is particularly remarkable for the three hosts, which are said to have been stabbed by a *Jew* upwards of 400 years ago, and to have bled with the wounds. These hosts are preserved in this chapel, and exposed on great festivals in a golden shrine set with diamonds. The *Jesuits* church is worth seeing, as also their library, where among other things they shew you the chair of leather gilt, in which *Charles V.* performed the ceremony of his resignation. There are several other churches and chapels, especially that of our Lady upon the *Sablon*, that are worth the curiosity of a traveller. Among the many nunneries of this town, there are two *English*, one of *Dominican* ladies, founded by

L

cardinal

The GRAND TOUR.

cardinal *Howard*, in the reign of king *Charles II.* and the other of *Benedictines*.

They are
fond of the
number
seven.

They are fond of the number seven in many of the chief things belonging to this city, as seven public fountains, seven principal streets that center in the great market, seven stately houses in the market, let out by the senate for the use of the corporation, seven parish churches, seven principal noble families, seven public gates of doric work, leading to so many different places of pleasure, as one to fowling, a second to fishing, a third to hunting, a fourth to pleasant fields, a fifth to pastures-grounds, a sixth to springs and vineyards, and a seventh to gardens. Out of the gate of *Vilvorden* the ladies take the air in their coaches, (which is generally the way of airing in this city, both in winter and summer) where there is a fine road with four rows of trees on each side along the canal for several miles. This canal makes an island in the town, and at the same time a kind of circle planted with trees after the manner of *Holland*. It was cut from *Willibrook*, a village on the *Scheld*, fifteen miles from *Brussels*, and finished in 1661, by the famous architect *Rinaldi*. By this canal there are treck-scoots that go twice a day betwixt *Brussels* and *Antwerp*.

Public
squares.

The great market-place is one of the beautifullest squares in *Europe*. One quarter of it is taken up by the stadthouse, a noble building, on the top of which there is a brazen statue of *St. Michael*, fifteen feet high. In this town-house there is also an apartment where the states of *Brabant* meet, which is one of the best adorned of any in *Europe*. There are three large rooms where the history of the resignation of *Charles V.* is wrought in tapestry to such perfection, that hardly any painting, nor any thing at the *Gobelins* at *Paris*, can come up to it. The other rooms belonging to this assembly are also

also embellished with fine original paintings. Round the other parts of this large market-place are the halls of the different trades, which are all of a height, and the fronts adorned with sculpture and building. The herb-market is also a good square, as likewise the *fablon*, which is the horse-market, environed with several handsome buildings. In particular, the palace of the prince *de la Tour* and *Taxis* is a very fine structure, consisting of two spacious courts, furnished with original paintings.

The palace where the governor of the *Austrian* Palace, *Netherlands* resides, stands on the top of the hill, with a large square before it, incircled with pillars of brass, on which are the statues of several emperors and dukes of *Brabant*, in brass gilt, as big as the life. It is a large, ancient structure, neither regular nor magnificent, but moderately beautiful, and very well furnished. Behind the palace you descend by a pair of hanging stairs to a *parterre* with water-works and ever-greens, at the back of which there is a beautiful park well stocked with deer, and planted with trees like that of *St. James's* at *London*. Here is a surprising echo, which makes twelve distinct replies. Its fine alleys form one of the pleasanter walks about the city; and you may almost walk quite round the ramparts between two rows of trees. You enter this palace by a spacious court, on the left of which there is a great hall that leads to the imperial chapel, adorned on the outside like that of *Henry VII.* at *Westminster*. Fronting the gate of this court you enter the royal apartments, which are very noble but irregular, having been built at several times. Underneath is a terrace on which are all the statues of the dukes and dutchesses of *Brabant*; and at the farther end of the park there is a pleasure-house built by the emperor *Charles V.* called the emperor's palace,

The GRAND TOUR.

where among other things the cradle of that emperor is preserved. Opposite to the palace, on the other side of the square, is the armory, which is a large gallery full of several sorts of antique arms and furniture for tournaments, besides ancient suits of armour of several emperors, kings, archdukes, and other great men, with many of their statues on horseback as well as on foot. In the same place they have taken care to preserve the memory of three illustrious horses, by gluing their skins on artificial horses of the same stature with the originals. One of these horses was sold to *Philip II.* for 12,000 crowns; the second had the honour to carry the infanta *Isabella*, when she made her public entry into *Brussels*; and the third saved the life of her husband the archduke *Albert*, at the siege of *Ostend*.

Palaces of
the nobility.

Joining to the armory are the garden-walls, or the palace of *Orange*, which stands likewise upon an eminence, and has a fine prospect that commands the whole city. It is a very regular large building, which, upon the death of king *William*, fell to the king of *Prussia*, who keeps it in good repair. Here are also the palaces of the prince *de Ligne*, the dukes of *Arenberg* and *Arfchat*, the princes of *Epinoy*, *Bergs*, *Rubernpre*, and *Egmont*. But the palace of the dukes *de Bournonville* is particularly remarkable for its beautiful gardens, from whence one may see every house in *Brussels*, and have a very extensive view into the country as open as the prospect from the terraces of *Windsor*. In all these palaces you have collections of original paintings by the most famous masters both *Italian* and *Flemish*. There are also several private gentlemen, who have some curious collections, which they shew very willingly to strangers.

The opera-
house.

The opera-house is one of the noblest and largest in *Europe*. It was built by the duke of *Bavaria* in

1700,

1700, after the *Italian* manner, with rows of lodges or closets, most of them with chimneys, which the nobility hire by the winter for the conveniency of their families and friends, and keep the keys themselves. That of the prince *de Ligne* is wainscotted with a looking-glass, so that he can sit in a corner of his lodge or box, with half a dozen friends, and drink a bottle, or sup, which they often do, by a warm fire, and see the whole representation in the looking-glass, without being seen by the actors or the company. In the same square where the opera-house stands, is also the mint, whence it is called *la place des monnoyes*.

Even *Rome* itself is not better provided with ^{Public foun-} water than this city. There are twenty public ^{tains,} fountains adorned with statues at the corners of the most public streets. Among the rest the fountain in the middle of the town-house, of *Nep-tune* and his tritons spouting out water, and the horse from his nostrils, is much esteemed. The Beguinage here is like a little town, surrounded by a wall and a ditch, and divided into pretty little streets, where each Beguine has her apartments. Their church is a handsome piece of architecture. Their hospitals are kept exceeding neat, and are ^{and hospitals,} well endowed, some of which are for the entertainment of strangers, who are supplied with all necessaries for three days. The *Mount de pieté*, which is a public office for lending money upon pledges, at a moderate interest, is a vast building, into which there are private passages without being seen from the public streets. There is also a foundling hospital, and a convent for penitent courtezans.

The people of *Brussels*, and generally of all *Bra-* ^{Manners of} *bant*, are affable and polite. Their houses are most ^{the inhabi-} of them very pleasant by reason of their fountains ^{tants.} and gardens, which few of them are without, the

The GRAND TOUR.

Trade.

meanest of the people being extravagantly fond of flowers. Their chief trade is camlets, lace, and tapestry, wherein they deal very considerably; especially in the latter, of which they have established a great manufactory at *Engheim*. Their inns, or eating-houses at *Brussels*, are equal to any in *Europe*; and a stranger has this advantage, that for less than twenty-pence *English*, he knows where to dine at any time betwixt twelve and three on seven or eight dishes. The wines are very good and cheap; and for six-pence *English* by the hour, you have a coach that carries you wherever you have a mind.

Forest of
Soignies.

At the gates of *Brussels* stands the famous wood of *Soignè*, consisting of 16526 acres of ground; out of which the inhabitants furnish themselves with firing, being allowed to cut a quantity every year. In this forest there are three priories of the canons regular of the order of *St. Austin*; and generally round about *Brussels* there is a vast number of abbeys and other religious houses.

Court of
Brussels.

Brussels, as we have already observed, is the usual residence of the governor of the *Austrian Netherlands*, who at present is prince *Charles* of *Lorrain*. Here also is held the court of chancery for *Brabant*, and the general assemblies of the states of all the provinces. There are several other courts and tribunals residing at *Brussels*, of which notice has been taken in the general account of the *Austrian Netherlands*, page 62. The city magistrates consist of two consuls or burgomasters, and seven schepins or aldermen, chosen annually by the prince out of seven ancient and noble families, and six common-council men elected from among the principal tradesmen, of whom there are fifty-two colleges or companies.

As for what relates to the carriages to and from this city, as well by water as by land; as also to the

the regulation of the post; we shall give a full account of that hereafter in the beginning of chap. II. to which we refer the reader.

The principal inns are said to be *the duke of Brabant* in the kool-market, and *the arms of Flanders* in the fish-market.

Remarkable places in the second route from Amsterdam to Brussels.

I. T E R G O W.

II. D O R T.

These cities have been already described, the first page 145, the second page 130.

III. W I L L I A M S T A D T.

WILLIAMSTADT is a sea-port town in the province of *Holland*, in east long. 4° , $20'$, lat. 51° $44'$, situated on the sea called *Holland's-deep*, about fourteen miles south of *Rotterdam*, and sixteen north-west of *Breda*. It is a small fortified town, which belongs to the house of *Orange*, having been built by *William I.* anno 1583, from whom it takes its name. It has seven bastions with a double ditch, and a very good harbour. The town is situated on the water called the *Roo Vaert*, which separates the island of *Voorn* from the continent, and secures the communication between *Holland* and *Zealand*. There is a tolerable good church in this place, a stadthouse, a market, and a magazine for arms and ammunition, &c. The air is not very wholesome, hence the inhabitants are subject to fevers, which do not easily quit them.

L 4

IV.

IV. STEENBERGEN.

STEENBERGEN is a town of *Dutch Brabant*, in east long. $4^{\circ} 18'$, lat. $51^{\circ} 35'$, situated near the sea on the confines of *Zealand*, twenty-five miles north of *Antwerp*, and five miles north of *Bergen-op-zoom*. It has a communication with this last place by a canal, and is very strongly fortified, in order to defend the approaches of that city.

V. BERGEN-OP-ZOOM.

Situation of
*Bergen-op-
Zoom*.

Buildings.

BERGEN-OP-ZOOM, sometimes called simply *Bergen*, is a town of *Dutch Brabant*, in east long. $4^{\circ} 5'$, lat. $51^{\circ} 30'$, situated on an eminence in the middle of a morass, about a mile and a half from the eastern branch of the *Scheld*, with which it has a communication by a navigable canal, about twenty miles west of *Breda*, and twenty north of *Antwerp*. The emperor *Charles V.* made this town a marquisate in 1535, and subjected the neighbouring country to it; but whoever has possession of the marquisate, the town is subject to the states-general. The place is well built, and the market-places handsome and spacious. Its harbour is very fine, and defended on both sides by strong forts. The church before the last siege was reckoned a very good building, as also the marquis's palace. *Zoom*, in *Dutch*, signifies a border, a name which was given to the country where this city stands, because it borders upon the sea; and the city being built on a hill, called in *Dutch* *berge*, or *bergen*, it thence took its name of *Bergen-op-Zoom*, i. e. *the hill on the border of the sea*: so that it is a mistake to think its name to have been derived from its situation on the river

river *Zoom*; for there is no such river, but only a canal that runs thro' the city. This place is reckoned among the sea-port towns, by reason it is near the sea, with which it communicates by the canal above-mentioned and the river *Scheld*. The houses are well built, and the public squares very large. Under its jurisdiction there is a good tract of land, with several villages, and some islands in the *Scheld*, which are very fruitful.

This city stands advantageously on the confines of *Brabant*, *Flanders*, *Holland*, and *Zealand*, and is strong by nature as well as art, being so secured by the morasses about it, that till the year 1747 it was esteemed, if any place, impregnable. The importance of its situation, which not only secures the communication between *Holland* and *Zealand*, but likewise opens the *Dutch* a passage into *Brabant* whenever they please, induced the states to spare no cost in rendering it as strong as art could make it. For this purpose they employed the famous *Dutch* engineer *Coborn*, who added such strong works to the town, that it has been generally looked upon as his master-piece. On the side next to *Antwerp* there is a half-moon, which reaches as far as the fort *Kick-en-de-pot*, whose trench is strengthened by four redoubts, and the fort all planted with cannon. There is a canal, as we have already mentioned, which communicates with the sea, whereby they can bring succours to the place, without the besiegers being able to prevent them. Between the town and the sea there are eleven forts, well planted with cannon, and a great number of redoubts and palisadoes along the dyke, in the midst of which there is a fortified village, called *Terrole*. On the side of *Steenbergen* it has also very large outworks, as half-moons, horn-works, &c. well fortified with several redoubts and trenches. Two of the greatest generals of the two last centuries

Fortifications.

Besieged several times in vain.

Taken at length by the French in 1747.

laid siege to this place, namely, the duke of *Parma* in 1588, and the marquis *Spinola* in 1622, but were both of them obliged to desist from their enterprize with considerable loss. Thus fortified and situated, *Bergen-op-Zoom* had the glorious name of the *Virgin* and the *Impregnable*, till the year 1747, when the *French* army, under the command of count *Lowendhal*, ventured to besiege it. After a gallant attack, and defence which lasted nine weeks open trenches, the *French* at last made themselves masters, the 16th of *September* N. S. of this important fortress; but whether by surprize or treachery, was at that time, and still is very much disputed.

VI. S A N T F L I E T.

STANFLIET is a fortress, which lies eight miles south of *Bergen-op-Zoom*, erected by the *Spaniards*, with some other forts, in order to check the garrison of *Lillo*.

VII. L I L L O.

LILLO is a fortress in *Dutch Brabant*, in east long. $4^{\circ} 7'$, lat. $51^{\circ} 25'$, situated on the east side of the river *Scheld*, eight miles north of *Antwerp*, and commands the navigation of that river. Here the *Dutch* used to stop the ships going up to *Antwerp*, and make them pay the toll or duty.

Fort Frederic Henry.

Between *Santfliet* and *Lillo* there is another fort on the *Scheld*, called *Frederic Henry*, from the prince's name who built it, by which the navigation of that river was entirely secured to the *Dutch*.

VIII. ANTWERP.

IX. MECHLIN.

X. VILVORDEN.

XI. BRUSSELS.

These four last places have been described already in the preceding route.

Remarkable places in the third route from Amsterdam to Antwerp and Brussels.

EVERY Tuesday and Saturday, at eleven o'clock before noon, a waggon sets out for *Moerdyke* from *Wesop*, a town six miles distant from *Amsterdam*. Passengers must go with the boat of eight from *Amsterdam* to *Wesop*; for at the arrival of the boat the waggon goes off, tho' there be but a single person. The freight from *Amsterdam* to *Wesop* is in summer four stivers and six doits, and in winter five stivers and two doits. Upon the arrival of the boat from *Amsterdam*, the waggon sets off from *Wesop* to *Moerdyke*, and from thence to *Antwerp*. The freight is eight gilders to *Moerdyke*, and five from thence to *Antwerp*. The post-waggon back again from *Antwerp* to *Moerdyke*, sets out on *Sundays* and *Tuesdays*, at seven in the morning.

Waggon to
Moerdyke
and *Ant-*
werp.

I. TERGOW.

II. ROTTERDAM.

These cities have been already described, the first page 145; the second page 126.

III. STREENSE SAS.

THIS place is nothing more than a village where passengers take water to cross over an arm of the sea called the *Holland's-deep*. Here the prince of *Orange* stadtholder of *Friesland*, and father to the late prince of *Orange*, was drowned in 1711.

IV. MOERDYKE.

MOERDYKE is a small village on the other side of the *Holland's deep*, thirty-nine miles distant from *Antwerp*. Here the waggon waits for passengers to carry them to *Antwerp*.

V. ANTWERP.

VI. MECHLIN.

VII. VILVORDEN.

VIII. BRUSSELS.

These cities have been already described in the first route.

CHAP. X.

Journey from Amsterdam to Boisleduc, and other parts of Dutch Brabant.

THIS is a journey frequently made by those whom curiosity or business calls to *Maastricht*, *Liege*, *Spaw*, and *Aix-la-Chapelle*; for in one day they go from *Tergow* to *Boisleduc*, and in another to *Maastricht*, &c. The route is as follows.

English miles from one place to another.		AMSTERDAM		
	30	TERGOW	30	English miles from Amsterdam.
	9	SCHOONHOVEN	39	
	10	GORCUM	49	
	1	WORCUM	50	
	9	HEUSDEN	59	
	10	BOISLEDUC	69	

I. TERGOW.

THE way from *Amsterdam* to *Tergow* has been shewn already, pag. 145, where we have given a description of this city.

From *Tergow* a waggon sets out every day for *Boisleduc*, at six in the morning in the winter, for people in the night-boat from *Amsterdam*; and in summer from *March* the 15th, to *October* the 1st, at nine in the morning, in order to take not only those in the night-boat from *Amsterdam*, but likewise such as come with the waggon of six for *Rotterdam*. From *Boisleduc* to *Tergow*, a waggon goes from the 1st of *April* to the 1st of *October*, at half an hour past five in the morning: and from the 1st of *October* to the 1st of *April*, at the opening of the gate, or when the post-waggons come from *Maestricht* and *Breda*, that the passengers may reach the night-boats at *Gouda* to *Amsterdam* and elsewhere. The freight is from *Tergow* to *Boisleduc* four gilders sixteen stivers.

II. SCHOONHOVEN.

SCHOONHOVEN is a town of the United Netherlands, in the province of *Holland*, in east long,

The GRAND TOUR.

long. $4^{\circ} 45'$, lat. 52° : It is a small place situated on the river *Leck*, fourteen miles east of *Rotterdam*. It takes its name from the fine gardens and seats in its neighbourhood, signified by the *Dutch* word *Schoonhoven*. This town is chiefly famous for the great quantity of salmon caught here, of which they have a very good trade. Their commerce is also increased by means of a stream of the *Yssel*, which falls here into the *Leck*; and they have likewise a considerable advantage by herring-fishing. It is so well fortified, that the *French* were repulsed before it in 1672. *Oliver Van Nort*, one of the first that sailed round the world, is buried here in the great church.

III. G O R C U M.

Gorcum.

GORCUM is a city of the *United Netherlands*, in the province of *Holland*, in east long. $4^{\circ} 50'$, lat. $51^{\circ} 50'$, situated on the river *Waal*, twenty-two miles east of *Rotterdam*. This is a neat, well built city, strongly fortified by art and nature, so as to be one of the keys of *Holland*: it was founded by the lords of *Arkel*, who built here a strong castle. The little river *Ling* passes through the town, and falls there into the *Maese*. They have abundance of fresh-water fish, as also of wild ducks, with which they supply most parts of *Holland*. Here is a daily market for corn and other provisions brought by the river *Ling* from the fruitful country of *Betau* in *Gelderland*. They have a good church, from the steeple of which one may see twenty-two walled towns, with an infinite number of villages. Over the water-gate is this inscription; *Civitas in qua maxime cives legibus parent, & in pace beata, & in bello invicta*. This city

city has given birth to several illustrious men, particularly to *Thomas Erpenius*, so well known for his oriental literature.

IV. WORCUM.

WORCUM is a town in the province of *Worcum*, *Holland*, in east long. $4^{\circ} 50'$, lat. $51^{\circ} 52'$. It is situated on the river *Waal*, twenty-three miles east of *Rotterdam*, and almost over against *Gorcum*, on the other side of the river. This city, with the lordship of *Altena*, was sold to the states of *Holland* for 90,000 livres, who have made it one of the frontier towns of their province. It is fortified by nature and art, being situate on a point of land near the conflux of that branch of the *Rhine* called the *Waal* and the *Maese*. The air is much better here than in the heart of *Holland*, and the water clearer and wholesomer; and yet their trade is very inconsiderable.

Over against this city, on the point of the island of *Bommel*, between the *Maese* and the *Waal*, stands the famous castle of *Loevestein*, one of the strongest in *Holland*: here it is that the state criminals are confined.

V. HEUSDEN.

HEUSDEN is a town on the *Maese* below *Heusden* *Boisleduc*; whether situated in the dutchy of *Brabant* or the county of *Holland*, was never yet rightly decided. It has a very handsome castle, the residence of the governor appointed by the states; and moreover it is fortified with seven or eight

The GRAND TOUR.

eight bastions, a false bray, and some horn-works. The river runs round one half of it. Besides, there is a fort in the island of *Hemert* on the *Wall*, which is a further defence to the town. Subject to the jurisdiction of this place there are several villages, lordships, and small forts.

VI. BOISLEDUC.

- Boisleduc.* **B**OISLEDUC is a large fortified town in Dutch Brabant, in east long. $5^{\circ} 25'$, lat. $51^{\circ} 45'$, situated on the river *Pomel*, twenty-three miles north-east of *Breda*, and seventeen west of *Grave*. This town, with its territories, makes the fourth part of *Brabant* according to its usual division; the first of which is *Brussels*, *Lovain* the second, and *Antwerp* the third, from whence it is thirty-six miles distant. The Dutch call it *Hertogenbosch*, which name, as well as that of *Boisleduc*, signifies the duke's wood, because it was built in a plain covered with woods, in which the dukes of *Brabant* used frequently to take the diversion of hunting. Duke *Henry* of *Brabant*, desirous of stopping the incursions of the *Gelderlanders* into his country, laid the foundations of this town in 1172, and duke *Godfrey* finished it in 1184. It suffered very much in the sixteenth century during the civil wars; and was taken from the *Spaniards* by prince *Frederic Henry* in 1629, after a siege of upwards of four months. The town is naturally strong by its situation, being built upon a rising ground in the middle of a large marsh; so that there is no access to it for a great part of the year but by causeways, on which there are forts and redoubts built for its defence. The river *Pomel*, on which it is situated, receives here the *Aa* and the *Diese*, and about
- Its situation.
- Name.
- Antiquity.

about six miles to the northward falls into the *Maese*, where it makes the island of *Bommel*. The town is about four or five miles in circumference, and regularly fortified after the modern way, which with the advantage of its situation, renders it one of the strongest towns on the *Dutch* frontiers. The ditches are always filled by the waters of the above-mentioned rivers, which form several fine navigable canals. These canals run through the town, over which there are fifty stone bridges. Ten of the principal streets center in a handsome large market-place, surrounded with good buildings, but generally of timber. The church of St. *John*, (formerly a cathedral, when king *Philip II.* made this city a bishop's see) is one of the most magnificent in the *Low Countries*, remarkable for its fine clock. The stadthouse is reckoned a good building, and was built after the model of that of *Amsterdam*.

Fortifications.

Buildings.

The inhabitants are of a very military disposition, yet they do not neglect trade, for they have very good linen and woollen manufactures; and their cutlery ware and needles are also in great esteem. The magistrates are two burgomasters, usually of noble families, who take cognizance of civil and criminal causes. There are also seven schepins or aldermen, who administer justice, and a common council or senate, as in other cities of *Holland*; but there is a tribunal at the *Hague*, to which an appeal lies from this and all other cities of *Dutch Brabant*. A post-waggon sets out every day from this town to *Gouda*, *Utrecht*, *Liege*, and *Maastricht*.

Government.

There are several little towns within the jurisdiction of *Boisleduc*, such as *Helmont*, *Eindhoven*, *Megen*, *Ravenstein*, and *Grave*. *Helmont* lies on the river *Aa*, fifteen miles south-east of *Boisleduc*, is a walled town, and capital of the district of *Peeland*.

Helmont.

Eindhoven

Eindhoven. *Endhoven* is a little walled town, situated on the *Dromele*, twelve miles south-west of *Helmont*, and is the capital of the district of *Campenland*. *Megen.* is situated on the *Maese*, about ten miles north-east of *Boisleduc*, and gives title to an earl, the adjacent country being under its jurisdiction. *Ravenstein.* *Ravenstein* is also situated on the *Maese*, five miles south-east of *Megen*, defended by a castle, and the neighbouring country is subject to it.

Grave. But the principal of all the towns within the jurisdiction of *Boisleduc* is *Grave*. This city is situated on the river *Maese*, in east longitude $5^{\circ} 45'$, latitude $51^{\circ} 50'$, five miles east of *Ravenstein*, and sixteen north-east of *Boisleduc*. It lies in a flat marshy country, and is very strong both by its situation and by art. On the other side of the *Maese*, upon the territory of *Nimwegen*, over against *Grave*, there is a fort built to defend the passage of that river. The *Dutch* are sovereigns of this place, which is of very great importance to them, as it commands a considerable pass on their frontiers. The town is neat and pleasant, and generally reckoned the capital of the little earldom of *Guyck*, (tho' some will have it to be a distinct lordship) about four miles in length and one in breadth, belonging to the house of *Orange*. The duke of *Parma* took this place from the states in 1586, but it was retaken by prince *Maurice* in 1602. In the year 1672, tho' it had a numerous garrison, it surrendered in a few days to the *French*, but was retaken from them in 1674, after a sharp and bloody siege.

Gertrudenburg. Before we take our leave of the dominions of the states-general, we must not forget the little town of *Gertrudenburg*, which tho' belonging to the province of *Holland*, is yet on the same side of the *Maese* as *Brabant*, and contiguous to this province. It is a fortified town, situated on the east end of a lake

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English miles from one place to another.
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lake called the *Biesboch*, which the *Rhine* and the *Maese* make before *Dort*, in east long. $4^{\circ} 45'$, lat. $51^{\circ} 40'$, twelve miles south-east of *Dort*, and nine miles north of *Breda*. The town is built in the form of a half-moon, and the lake *Biesboch* washes the walls of it. There are several bastions, and some forts with sluices, by which they can lay all the country, which lies very low, under water; so that it cannot be besieged, unless the enemy make themselves first masters of the water. The inhabitants are supplied by the neighbouring river with good salmon, sturgeon, and such plenty of shads, that 10,000 of them have been taken in the neighbourhood in one day. This place several times felt the fury of war, and oftentimes changed its master, but it belongs at present to the prince of *Orange*.

CHAP. XI.

Journey from Brussels to Cambray and Paris:

FROM *Brussels* to *Paris* you may go either by the coach route, or the post route. We shall begin with the coach route, which is as follows.

English miles from one place to another.	BRUSSELS	
	9 HALLE	9
	12 BRAIN LE COMTE	21
	18 MONS	39
	18 VALENCIENNES	57
	12 CAMBRAY	69
	12 Catelet	81
	12 St. QUINTIN	93
	15 Ham	108
	12 NOYON	120
	15 COMPIEGNE	135
	12 Verberie	147
	9 SENLIS	156
	12 Louvres	168
	18 PARIS	186

English miles from *Brussels*.

Remarkable

Remarkable places in this route.

Stage-coach-
es from
Brussels.

THE city of *Brussels* has been already described chap. 9. p. 216. From *Brussels* there are stage-coaches that set out almost every day at eight in the morning for *Ghent*, *Alost*, *Mons*, and most of the towns in *Flanders*. There is likewise a stage-coach, that sets out directly from *Brussels* to *Paris*, and performs it in a few days, for which a passenger pays two pistoles, which make about five and thirty shillings. The stage-coach or *Diligence* used in this country, is much more convenient than those in *England*. It has eight chairs, neither of which touch one another, for the passengers to sit in; and each chair has a sash-window to put up and take the air, or shut, as the passenger pleases. No body rides with their face backwards, but turned towards the horses. They change horses every twelve miles, and go sometime 90 or 100 miles a day.

I. H A L L E.

Halle.

HALLE is a town of the *Austrian Netherlands*, in the province of *Hainault*, in east long. $4^{\circ} 10'$, lat. $50^{\circ} 50'$, nine miles south of *Brussels*, and twenty-four northward of *Mons*. It is situated near the confines of the province of *Brabant*, in a very pleasant country, and watered by the little river *Senne*, which runs through the town. It is said to have taken its name from the many halls built here, to lodge the several merchandizes brought from the neighbouring provinces. The town is surrounded with a wall, but of no strength, and is chiefly remarkable for a chapel dedicated to the virgin *Mary*, which on the 1st of

September

September every year is resorted to by multitudes of votaries, and receives very rich presents from the neighbouring towns and cities, on account of an image of the virgin, which is said to work great miracles, and of which *Justus Lipsius* has wrote an elegant history.

II. BRAIN LE COMTE.

BRAIN *le Comte* is a town of the province of *Hainault*, in the *Austrian Netherlands*, in east long 4° , lat. $50^{\circ} 40'$, situated on the paved road which was made in 1705, twenty one miles south-east of *Brussels*, and eighteen north-east of *Mons*. It is so called to distinguish it from *Braine Laleu*, and *Wauter Braine*, two boroughs in *Brabant*. There was formerly a fortress on the spot where the parochial church now stands, and over against it a strong tower, said to have been built by *Brennus*, a famous general of the *Galli Senonenses*, from whom some imagine it to have derived its name. This tower stood entire till the year 1677, when the *Spanish* army being encamped in this neighbourhood, blew the tower up, lest the *French* should retire into it. The duke of *Aremberg* is lord of this city and district.

III. MONS.

MONS is the capital of the province of *Hainault*, in the *Austrian Netherlands*, in east long. $3^{\circ} 33'$, lat. $50^{\circ} 34'$, thirty-nine miles south-west of *Brussels*, twenty-two south-east of *Tournay*, and twenty-nine west of *Namur*. It stands on a hill,

Its situation. hill, from whence it takes its *Latin* name of *Mons*, and its *Dutch* name *Bergen*, near the confluence of the rivers *Trouille* and *Haine*, which fill its ditches with water, and add to its strength. The country round about it may be overflowed with water, so as to render the approaches of an enemy extremely difficult; and the fortifications are also very regular. It has six gates, which lead to six capital cities; that in particular to *Brussels* has a fine causeway thirty miles long, which is the road from the *Low Countries* to *Paris*, and was finished by the councils of *Brabant* and *Hainault* in 1705. These causeways are very convenient to travellers in winter; for which reason they propose to carry them through to *Paris*, and then the masters of the *Diligences* or stage-coaches at *Brussels* assure them they shall dine the third day at *Paris*, and so backwards, which will be quicker and easier than riding post. The town is large and pretty well built; the streets are broad, and the great market-place very spacious, on which you see the town-house, the palace of the government, and that of the council of the province. The town-house is a venerable, large, old building, on which the states erected a fine steeple in 1716. These three palaces, which are the chief ornaments of the city, are very finely adorned with sculpture and painting. This is also a place of good trade for divers commodities, especially woollen stuffs, which are manufactured here in great quantities. The provincial council or parliament assembles in this city, and receives appeals from the rest of the towns of *Austrian Hainault*. The great church is a fine building: the side altars and chapels are all of marble and jasper; and there is a marble tomb finely embellished with statues, among which the four cardinal virtues, and the resurrection, are much esteemed. They have a great number of monasteries.

Fortifications.

Buildings.

Monasteries.

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steries for men and women, among which the church of the Jesuits, and that of the Ursulines, are most worthy of notice. There are also two Colleges, colleges for the education of youth, one under the direction of the secular clergy, and the other under the Jesuits, who have taught there since 1588. But the principal beauty of this city is the famous Canoneſſes of Mons. college of canoneſſes, built and endowed by St. Waltrude, dutcheſs of Lorrain, by whose appointment none but the descendants of noble families can be admitted into the society. They have their houses round the collegiate church of St. Waltrude, in the same manner as the prebendaries have round the cathedrals in England. These canoneſſes are thirty in number, and when they are in choir, they are clad in white, with a black mantle lined with ermin; but when they go abroad, they are dressed like other ladies. They all keep their coaches, and may marry when they please, but then they quit their places.

Mons has been often taken and retaken by the Siege of different contending powers in the Netherlands. Mons. In 1572, it was surprized by count Lewis of Nassau, brother to the prince of Orange; and the same year it was retaken by the duke of Alva. In 1678 it was blocked up by the duke of Luxemburg, but king William, then prince of Orange, obliged him to raise the blockade. The French under the command of Lewis XIV. in person, invested and took it in 1691, and restored it to the Spaniards in 1697, by the treaty of Ryſwick. The French seized it again after the death of Charles II. king of Spain, but it was retaken from them by the English and the confederates under the command of the duke of Marlborough 1709, after the famous battle of Malplaquet. At the peace of Utrecht it was confirmed to the house of Austria, and made part

part of the *Dutch* barrier, who were in possession of till the year 1746, when the *French* laid siege to it, and took it after a few days open trenches, but restored it again at the treaty of *Aix-la-Chapelle*.

IV. VALENCIENNES.

- Valenciennes.* *Valenciennes* is a city in the *French Netherlands*, and capital of *French Hainault*, in east long. $3^{\circ} 23'$, lat. $50^{\circ} 24'$, situated on the *Scheld*, fifteen miles south of *Tournay*, eighteen southwest of *Mons*, and twelve north of *Cambray*. It stands in a delicious valley on the *Scheld*, and the little river *Rowel*, which surround it, and pass through the principal streets by several channels. The town is strongly fortified, and defended by a citadel, in the repairing and improving of which the celebrated *Vauban* was employed. As it stands in a flat country abounding with rivulets, the ground about it may be overflowed, and the approaches rendered exceeding difficult in case of a siege. The town is large, but ill built, the streets being so narrow and crooked, that it seems a labyrinth rather than a city. It is said to have derived its name from the emperor *Va'leninian*, by whom it was built, being delighted with its pleasant situation. The late *French* king caused a noble causeway to be thrown up from this place to *Lille*, and so on to *Ipres*, extending near fifty miles in length.
- Fortifications.*
- Name.*
- Churches.* The great church dedicated to the virgin *Mary*, is a magnificent old building, supported by three hundred and some rows of marble pillars, under which one may walk round the church. The cloyster and church of the regular canons of *St. Austin* abound in beauties. In the church of the *Cordeliers* you see the portrait of

pous tombs of the counts of *Hainault* and *Valenciennes*, which are inferior to very few in *Henry VIIIth's* chapel in *Westminster* abbey. The church of *St. Peter*, joining to the town-house, is a handsome building, where the magistrates go to mass.

There are several other good buildings in this city, among which that called *La sale de Comte* is the most remarkable. The town-house is a beautiful piece of work of free-stone. The frontispice, whose architecture is very regular and noble, is adorned with pillars, figures, and fine basso-relievos. The market-place is very spacious, and on one side of it stands the hall, a large magnificent building. The magistracy is composed of a provost, a lieutenant-provost, with twelve aldermen, two counsellors-pensioners, and three recorders. Here are also the particular council composed of twenty-five members, the general council of two hundred, and the provost-criminal with his assistants. There is a university here, but not much resorted to because of the vicinity of that of *Doway*. The manufactures of this city are pretty considerable, consisting in woollen stuffs, camlets, and baracans, as also a sort of very fine lawn, called *Batiste* in *French*. For the better management of these manufactures, there is a court called the *Magistrates of the lower hall*.

This town had formerly counts of its own, who had a power of coinage. It fell by marriage to the counts of *Hainault* and *Flanders*, after which it came to the house of *Austria*. The *French* took it in 1677, after eight days siege, where the *French* king was in person; it was confirmed to them by the treaty of *Nimeguen*, and they have ever since been masters of it. There is a stage-coach in this town that goes in five days to *Paris* in summer, and in five days and a half in winter.

V. CAMBRAY.

Cambray.

Situation.

Fortifications.

Buildings.

CAMBRAY is the capital city of the *Cambresis*, in the *French Netherlands*, in east longitude $3^{\circ} 15'$, latitude $50^{\circ} 15'$, situated on the river *Scheld*, twelve miles south-west of *Valenciennes*, and twelve south-east of *Doway*. It is a large populous city, which stands in a very fruitful country, watered by the river *Scheld* that runs through it, but is not very broad here, being near its source. It is defended by two citadels which are regularly fortified; and as the neighbouring country may be laid under water, they esteem it one of the strongest places in the *Low Countries*. One of the citadels was built by *Charles V.* and is a regular pentagon, whose ditches are cut in a rock. It is surrounded with five large bastions, supported with half-moons and other works, which render it almost impregnable.

The streets are large and handsome, and terminate in the great market. This is a very spacious square, in which the whole garrison may be drawn up in battalia; and is adorned with the town-house, one of the finest in *Europe*. The great church of the blessed Virgin is a handsome building. The inside is embellished with rich chapels and altars, the pillars with sculptures, and marble tombs, among which the statues of *St. Michael* and *St. Sebastian* are most admired. The brazen partition between the nave of the church and the choir, is esteemed a piece of excellent workmanship. The steeple of this church is in the form of a pyramid, built all of free-stone, and is 600 steps high. It has a famous clock, which chimes every half hour, and marks the hour, the day, and the year. To strike the hours, they have little brass statues, who come

come out and knock with their hammers. They tell strangers here, that this clock was the contrivance of a shepherd, who bragged that he would go into *France*, and make a finer; for which saying, the magistrates put out his eyes. There are several other good churches in this town, particularly that of St. *Sepulchres* is worth the curiosity of a stranger. The town has nine parishes, three abbeys, and several convents of both sexes, among which the abbey of St. *Aubert* is worth seeing, as well on account of the church, as of the abbot's apartment.

Cambray is a city of great antiquity. *Clodion* Antiquity. king of *France* is said to have taken it so long ago as the year 441, and *Clovis* I. to have taken it again in 504. The emperor *Charles* V. took it in 1554, and built a citadel here at the expence of the town, under the pretence of preventing the *French* from being masters of it. It was besieged by the duke of *Parma*, but the duke of *Alencon*, brother to *Henry* III. obliged him to raise the siege, and afterwards gave it to *John de Montuc de Balagny*, to whom it was confirmed with the title of a prince by *Henry* IV. The *Spaniards* recovered it the next year, and kept it till 1677, when *Lewis* XIV. took it in person, and had it confirmed to him by the treaty of *Nimeguen*.

This city was an episcopal see subject to the jurisdiction of the archbishop of *Rheims*, till the year 1559, when *Philip* II. had it erected into an archbishoprick by pope *Paul* IV. The archbishop has both spiritual and temporal jurisdiction, and calls himself duke of *Cambray*; he is reckoned to have about 100,000 crowns a year. Every body knows that the great *Fenelon*, author of *Telemachus*, was archbishop of this city. This city has a very considerable trade for its fine linen manufacture, which takes from hence the name of *cambric*.

The GRAND TOUR.

They have brought this manufacture to such perfection, that 'tis said there are some pieces of cambric two and twenty *Dutch* ells long, which do not weigh above six, seven, or eight ounces. There has been for some time a great consumption of this commodity in *England*; but the late act of parliament against the importation of cambricks, is likely to prove a fatal stroke to the trade of this city. They have excellent pasture in this neighbourhood, especially for horses and sheep, the wool of which is very fine, and much esteemed.

VI. C A T E L E T.

Catelt.

CATELET is a small town on the confines of the higher *Picardy*, in that part of it which is called the *Vermandois*. It is situated towards the springs of the *Scheld*, near the borders of *Hainault* and *Cambresis*. Formerly they reckoned it a pretty strong place, but its fortifications have been since demolished.

VII. S. Q U I N T I N.

St. Quintin.

ST. Quintin is a town of *France*, in the middle *Picardy*, in east long. $3^{\circ} 16'$, lat. $49^{\circ} 55'$. It was called by the ancients *Quintinopolis*, or *fanum Quintini*, and is situated in that part of *Picardy* called the *Vermandois*, on a rising ground near the head of the *Somme*, about fifteen miles to the westward of *Guise*, and as many to the northward of *La Fere*, and thirty-five miles east of *Amiens*. It is reckoned one of the strongest places in *Picardy*, and very populous. Here is an election and the seat of an independent provostship, a bailiwick, a granary for

for salt, and a marshalsea. There are several very very good churches and monasteries in this place: the collegiate church in particular is a handsome pile of buildings; the chapter is composed of fifty-six canons, of whom the king is the first. They have divers sorts of manufactures, especially of linen-cloth, which last is so very considerable, that 'tis said they make in the town and neighbourhood no less than 60,000 pieces a year. This town is famous for the battle fought between the *French* and *Spaniards* in 1557, in which the latter obtained a complete victory.

VIII. H A M.

HAM is a little fortified town, situated in a *Ham.* plain on the river *Somme*, twelve miles to the westward of *St. Quintin*, and defended by a castle. There is here a particular governor, and a mayor with his court. They have three parishes in this town, and an abbey of the order of *St. Augustin*. It was taken by the *Spaniards* in 1557, but the *French* retook it again by storm, and put the whole garrison to the sword.

IX. N O Y O N.

NOYON is a town in *France*, situated on the *N.yon.* declivity of a hill of an easy descent, on the rivulet *Vorse*, which at a quarter of a league's distance falls into the *Oyse*, in the isle of *France*, in east long. 3, lat. 49° 38', about sixty-six miles north-east of *Paris*. It is an ancient place, being the *Noviodunum Belgarum* of the *Latins*. It is a pretty large city, and is well situated for inland trade, which consists here in wheat and oats, which they send to

The GRAND TOUR.

Paris: they have also manufactories of linen-cloths, lawns, and tanned leather. There are eight parishes in this city, two abbeys, and several monasteries of both sexes. It is the see of a bishop suffragan to the metropolitan of *Rheims*; he has the title of count and peer of *France*, and his income is said to amount to about 15,000 livres *per annum*. The principal buildings are, the episcopal palace; a cloister where the canons of the cathedral dwell, and the town-house. The latter is regularly built in a large square, in the middle of which there is a fountain, where the water conveyed to it from a neighbouring mountain, runs continually thro' three conduits, and is received in a large bason built of very hard stone. They have also many other fountains, several market-places, and two public gardens. *Neyon* is particularly remarkable for the birth of the famous *John Calvin*, who was born here the 10th of *July* 1502, and died at *Geneva* the 27th of *May*, 1564.

X. COMPIEGNE.

Compiègne.

COMPIEGNE is a city of *France*, in the province of the isle of *France*, in east long. 3°, lat. 49°, situated on the river *Oyse*, twenty-one miles north-east of *Senlis*, and about fifty north-east of *Paris*. This town consists only of two parishes, is fortified with a wall, half-moon, and bastions, and defended by a castle, which is thought to be one of the most ancient palaces of the kings of *France*. The late king *Lewis XIV.* repaired it, and added several ornaments to it. They have an abbey of the *Benedictine* order, dedicated to *St. Cornelius*; but the abbot's dignity has been suppressed, and his revenue annexed to the monastery of

of *Val de Grace* at *Paris*. They have also a collegiate and two parochial churches, and a college of Jesuits, who receive a yearly pension from the king. The administration of justice is divided here between the king and the nuns of *Val de Grace*, as representing the abbot of *St. Corneille*. The town has a considerable trade in timber, which is sent to *Paris* by the river *Oyse*; they likewise make a great quantity of woollen caps and hose. The forest of *Compiègne* is very fine, and proper for hunting; it contains about 29,000 acres of land. The city and forest of *Compiègne* belong to the king, and were never alienated, as it is said, since the time of *Clovis*. *Compiègne* is famous for the birth of *Joan of Arc*, or the maid of *Orleans*.

XI. VERBERIE.

THIS is a small town in the isle of *France*, twelve *Verberie* miles from *Compiègne*, in which we meet with nothing that merits description.

XII. SENLIS.

SENLIS is a town in the isle of *France*, in *Senlis*, east long. $2^{\circ} 30'$, lat. $49^{\circ} 10'$, about thirty miles north of *Paris*. It is situated on the side of a hill, at the foot of which runs the little river *Nonnette*. It is of an oval figure, has some old fortifications, seven parochial and two collegiate churches. It was anciently called *Syvanestum*, and is a bishop's see suffragan of *Rheims*. The steeple of this cathedral is one of the highest in *France*. In the city and suburbs there are two collegiate and six parochial churches. This is the seat of a bailiwick, a presidial court, a royal provostship,

The GRAND TOUR.

ship, an election, a granary for salt, a marshalsea, a court of justice in eyre, and a court for the preservation of the game. Here are the ruins of an old castle and some other buildings, which are conjectured to be the works of the ancient *Romans*. The town is inhabited chiefly by churchmen and lawyers, for they have very little trade; they only wash and prepare the wool for the manufactures of *Beauvais*. In the neighbourhood of this town there are several very fine seats, such as *Chantilly*, belonging to the duke of *Bourbon*, which is most remarkable for its gardens, *Liancourt*, *Vernueil*, *Annet*, *Dreux*, &c.

XIII. LOUVRES.

Louvers.

LOUVRES is a village in the isle of *France*, commonly called *Louvers en Paris*, situated twelve miles from *Senlis*, and eighteen from *Paris*. The castle as well as the adjacent country is very pleasant.

XIV. PARIS.

Paris.

PARIS is the metropolis of the kingdom of *France*, situated in east long. $2^{\circ} 25'$, lat. $48^{\circ} 50'$, 200 miles south-east of *London*, 680 north-east of *Madrid*, 550 west of *Vienna*, 1300 north-west of *Constantinople*, and 700 north-west of *Rome*. For a description of this great city, we refer the reader to the fourth volume of this work, which contains a tour thro' *France*.

The

The post route from Brussels to Paris:

	Leagues.		Leagues.
BRUSSELS		Marché le Pot	3
Tubise	5	Fonches	2
BRAIN LE COMTE	3	ROYE	2
Casteau	3	Couchy les Pots	3
MONS	2	Cuvilly	2
Carignon	2	Gournay	2
Quievaing	3	Bois de Lihu	2
VALENCIENNES	3	St. MAIXENCE	3
BOUCHAIN	4	SENLIS	3
CAMBRAY	3	Chapelle	2
Bon-Avis	2	Louvres	3
Trins	3	Bourget	3
PERONNE	3	PARIS	2

Most of the remarkable towns are the same in this as in the preceding route, so that we have only four to take notice of in this place, *viz. Bouchain, Peronne, Roze, and St. Maixence.*

Remarkable places in this route.

I. BOUCHAIN.

BOUCHAIN is the capital city of a district *Bouchain*, called *Ostervant*, in the province of *French Hainaut*, in east lon. $3^{\circ} 15'$, lat. $50^{\circ} 30'$, situated on the the left bank of the river *Scheld*, seven miles north of *Cambray*, nine west of *Doway*, and ten south-west of *Valenciennes*. It stands on the side of a hill, and is divided by the river, which runs at the bottom of the hill, into the upper and lower city, which are both very well fortified. In the upper are the parochial church, the town-house,

The GRAND TOUR.

and two high cavaliers which command the neighbouring country. It was taken by the allied army 1711, but retaken by the *French* after the unfortunate battle of *Denain*.

II. P E R O N N E.

Peronne.

PERONNE is a city of *France*, in the province of *Picardy*, in east long. 3° , lat. 5° , situated on the north bank of the river *Somme*, six leagues from *S. Quintin* to the west, eight from *Cambray* to the south-west, and twenty-five from *Paris* to the north. It is one of the keys of the kingdom, being very strong by art as well as by its situation in a marshy ground. It has never been taken, tho' the *Spaniards* often endeavoured to surprize it. The town is large and populous, and has three parish churches, a collegiate one, and a college. The neighbourhood is remarkable for its manufacture of linen-cloth.

III. R O Y E.

Roye.

ROYE is a town of *France* in the province of *Picardy*, in east long. $3^{\circ} 15'$, lat. $49^{\circ} 42'$. It stands on the little river *Auregue*, between *Nesle*, *Noyon*, and *Montdidier*. They have three parochial churches, and a collegiate one, a college for the *Greek* and *Latin* tongues, and an hospital. It has also a particular governor, and is the seat of a bailiwick.

IV.

IV. *St. MAIXENCE.*

ST. Maixence, or *Pont St. Maixence*, is a small ^{*St. Maixence.*} city in the isle of *France*, two leagues distant from *Senlis* to the north-east: it is situated on the river *Oyse*, over which there is a bridge, from whence this city took its name. The town is said to have a pretty good trade, but affords no curiosity worthy a traveller's notice.

C H A P. XII.

Journey from Brussels to Liege, Maestricht, Spaw, and Aix-la-Chapelle.

THERE are two roads from *Brussels* to ^{Different} *Maestricht*, the first is through *Landen* and ^{ways to} *Borgworm* to *Liege*, and there to take water for ^{*Maestricht.*} *Maestricht*, for which there are daily conveniences of barges going down the *Maese*, and is only thirteen miles distant. The second is by the way of *St. Tron* and *Tongres*, which is the directest. Those who want to go to *Spaw*, must take the road of *Liege*, from whence there are waggons and other carriages that set out every day for *Spaw*. Those who intend to go to *Aix-la-Chapelle*, will find it their directest way by *Maestricht*, from whence they may travel with the waggon in a day to *Aix-la-Chapelle*. But from *Liege* to *Aix-la-Chapelle* they must go by *Dalem*, and leave *Maestricht* on the left hand. There is also a road from *Spaw* to *Aix-la-Chapelle* through *Limburg*, which journey may be performed in one day.

The GRAND TOUR:

First route from Brussels to Liege, Maestricht, and Spaw.

English miles from one place to another.			English miles from Brussels.
	BRUSSELS		
15	LOVAIN	15	
12	TIRLEMONT	27	
6	Landen	33	
7	Borgworm	40	
10	LIEGE	50	
17	SPAW	67	

Second route from Brussels to Maestricht and Aix-la-Chapelle.

English miles from one place to another.			English miles from Brussels.
	BRUSSELS		
15	LOVAIN	15	
12	TIRLEMONT	27	
12	St. Tron	39	
2	Borgloon.	41	
2	TONGRES	43	
14	MAESTRICHT	57	
18	AIX-LA-CHAPELLE	75	

Remarkable places in the first route.

I. L O V A I N.

Lovain.

Situation.

LOVAIN is a city of the *Austrian Netherlands*, in the province of *Brabant*, in east long. $4^{\circ} 35'$, lat. 51° , fifteen miles north-east of *Brussels*, and twelve south-east of *Mechlin*. This city is pleasantly situated on the river *Dyle*, in a plentiful and agreeable country. The walls are about eight or nine miles in circumference, but include several fields

fields and vineyards, scarce one third of the inclosed ground being filled with buildings. It is a place of no great strength, having generally surrendered in the late wars without making any defence. They have a castle which stands on a hill surrounded with fine gardens, and has a charming prospect over all the country. This castle was built by the emperor *Arnulphus*, to secure the country against the *Normans*; whence it is still called the castle of *Cæsar*; but now it is falling to ruin. The origin of this city is very obscure; nor is it mentioned before the ninth century. The best account of it is that given by *Lipsius*, viz. that here was a castle named *Loven*, where the *Normans* were stopt after they had plundered the country all round. They encamped on the banks of the *Dyle*, in the plain of *Lovain*, entrenched themselves near the castle, and built huts to secure their plunder, which were afterwards formed into a town. The air of this place is esteemed the very best in the province, for which reason their ancient earls made it their usual residence. This city is said to have nine Buildings. market-places, fourteen water-mills, 126 streets, sixteen stone bridges, and several handsome palaces, as that of *Croy*, *Schoonvorst*, *Nassaw*, *Bergen*, &c. The town-house where the magistrates assemble is a venerable old building, adorned with statues on the outside, and since the year 1710, much embellished within. The churches here are very handsome, among which the collegiate church of *St. Peter* is one of the most magnificent in the country. The chapels in this church are finely adorned with painting and sculpture. The Jesuits church, which was built in 1666, is a very handsome structure, and remarkable for its pulpit of oak, which is reckoned the finest piece of that kind in the world. The foundation is the fall of man by *Adam* and *Eve*, and the cover is the redemption

Library.

tion of man, by the Virgin's treading on the serpent's head. Their library is said to be the best in the *Austrian Netherlands*, especially for the great number of manuscripts.

Trade.

This city was, before the duke of *Alva's* persecution, famous for the waving trade; insomuch that they tell you they had 4000 weaving houses, and 150,000 weavers; and that a bell rung every night when they came from work, to give notice to the women to take the children out of the streets, that they might not be overrun by the journeymen weavers. But the journeymen weavers, and other tradesmen, revolting in 1380, against *Wenceslaus* duke of *Brabant*, some of the ringleaders were punished, and most of the weavers banished. Upon this they retired to *England*, where they were kindly received, and from that time the woollen manufacture of *Lovain* was entirely ruined. Now their whole trade seems to consist in their beer, called *Piterman*, which is brewed here and sold over all the country.

University.

But the chief ornament and glory of this city is its university, which is said to resemble those of *England* more than any one university abroad. It was founded by *John IV.* duke of *Brabant* in 1425. There are sixty colleges in this university, which, tho' they are much admired for their situation and building, are not however so sumptuous as those of *Oxford* and *Cambridge*. Of these colleges there are not above four where strict discipline is observed, and these are for the education of those of tender years; the others are for those of a more advanced age, who can come and go when they please. The students in divinity constantly wear gowns and caps, but the rest only at public exercises. In every one of the four colleges above-mentioned, there are two professors to teach philosophy, each of whom reads

two hours in a day, and the young students write after them, who when they are matriculated, make oath that they believe all the articles of the church of *Rome*. The professors of these four colleges chuse annually forty-eight scholars of two years standing, and out of that number, after public examination, twelve are chosen to exhibitions. The degrees they take here are those of master, licentiate, and doctor; the licentiate seems to be a kind of middle graduate between batchelor and doctor, and answers to our master of arts. He is, upon going out, conducted from the schools with drums and trumpets, treats all the doctors and his opponents, and distributes gloves: at his lodging a bell is rung four and twenty hours together, and he is at liberty to chuse a coat of arms, and immediately accounted a gentleman. The governor of the university is styl'd rector, and is chosen every half year by the *Senatus Academicus*, to whom the chief magistrate of the city gives place. He has a full jurisdiction over the scholars, and is attended on holidays and solemn processions by eight beades, who go before him with silver maces. There is another officer called the promoter, who, by the authority of the rector, inflicts punishments on offenders, and sometimes gives judgments of death; but crimes are generally expiated by pecuniary fines. If a citizen be a plaintiff against a student in a civil cause, the rector determines it: but if a student sue a citizen, the conservator of the university takes cognizance of the cause. This conservator is an ecclesiastical person, who, with his assessor, being a person learned in the law, proceeds in cases of contumacy to excommunication; and if the offender proves obstinate, he is delivered up to the secular power. They have also a chancellor, whose only business is to confer degrees,
and

and who, in all public assemblies, takes place next to the rector. Degrees are taken here in five faculties, *viz.* divinity, canon law, civil law, physic, and arts; and their academical senate consists of the superior graduates in these faculties.

Public hall.

The hall where the public exercises are made, is a great square building of free-stone, and a large ornament to the city. In this hall there are three spacious rooms, where lectures are read every morning in divinity, civil law, and physic, to which the scholars in every college may resort. The *Dutch* have a college here for the *Roman catholics*; the *English* one of *Dominican* friars; the *Irish* one of secular priests, another of *Dominican* friars, and another of *Franciscans*. There is also a convent here of *English* nuns, which is reckoned the best of any of this nation in the *Low Countries*.

English and Irish convents.

II. TIRLEMONT.

Tirlemont.

TIRLEMONT, or *Tienen*, is a town of the *Austrian Netherlands*, in the province of *Brabant*, situated twelve miles south-east of *Lovain*, and twenty-one north of *Namur*. It stands upon a small river called the *Gete*, and was formerly a walled town, but is now in a ruinous condition. It is about three miles in circumference, and but meanly built. They have here three public fountains, and seven market-places. The chief church, dedicated to *St. Germain*, is a collegiate one, the chapter of which is composed of a dean and twelve canons. There are also here several religious houses of men and women, and a beguinage; and in the neighbourhood there are two abbeys of *Cistercian* nuns. There is a very good pavement from *Lovain* to *Tirlemont*.

III. L A N D E N.

LANDEN is a little town of the *Austrian Ne-Landen*, in the province of *Brabant*, in east long. 5° , lat. $50^{\circ} 45'$, situated on the river *Becke*, twenty miles north of *Namur*, and eighteen south-east of *Lovain*. This place is remarkable only for a victory obtained near it by the *French*, under the command of the duke of *Luxemburg*, over the allies commanded by king *William*. It is thought that upwards of 20,000 men were slain in this battle, which was fought on the 19th of *July* 1693.

IV. B O R G W O R M.

This is a village of no manner of note between *Borgworm*, *Landen* and *Liege*. It is the chief place of the county of *Halsbain*, and stands on the little river *Jeker*.

V. L I E G E.

LIEGE is the capital of the bishoprick of *Liege*. *Liege*, in the circle of *Westphalia*, in *Germany*, in east long. $5^{\circ} 36'$, lat. $50^{\circ} 40'$, situated on the river *Maese*, about twelve miles south of *Maastricht*, thirty north-east of *Namur*, and fifty east of *Brussels*. It is a large, populous, wealthy city, inferior to few in *Europe*, whether we consider its antiquity, or the magnificence of its public buildings, and the vast number of churches. It is of a triangular figure, situated in a valley environed by mountains, separated from each other by pleasant dales, which are watered by three little rivers. There are several hills and valleys within the walls, which are about four miles in circumference, and some islands made by the river *Maese*, two branches of

of which run through the town. It is divided into three parts, the city, which is the largest, the island, and the *Outre Meuse*. There are sixteen gates to the town, seventeen bridges, (some of them very handsome) and 154 streets. These are broad indeed, but neither clean nor regular; most of the private houses are built of wood, tho' some of them make a handsome appearance. A clear stream generally runs through the middle of the streets, besides which many of the best houses have fountains in their courts and gardens. Here are also two very fine keys planted with several rows of trees, for the burghers to take the air, &c.

Churches.

In this city and suburbs there are upwards of 100 churches. The cathedral, dedicated to St. *Lambert*, is a magnificent structure, built of stone. 'Tis the chapter of this cathedral that chuses the bishop and prince upon a vacancy; they are all noblemen, and sixty in number called major canons. In this cathedral there is a treasury of reliques, which deserves the curiosity of a stranger. Among the rest there is the busto of St. *Lambert* finely done in silver, the statues of the Virgin and St. *Joseph* also in silver, as big as the life, with five great coffers of silver full of reliques, and St. *George* on horseback of massy gold, which *Charles the Bold* presented to the cathedral as a penance for using them cruelly in 1468. They have also some fine vestments given by pope *Gregory*, and adorned with large pearls intermixed with diamonds. Amongst the many parochial churches that of St. *Paul* deserves to be seen, not only for its structure, but for the ornaments in marble and painting with which it is adorned. All the religious orders, such as *Dominicans*, *Augustines*, &c. have handsome convents and churches. Among the rest the *English* Jesuits have a college here, which is very well situated on the top of a hill, with a handsome garden, in which

which there is a variety of dialling. There is also a university here, formerly very much resorted to, but now upon the decline. The palace of the bishop of *Liege* consists of two large squares with piazzas above, where there are very fine apartments. There is a handsome fountain in the second square, representing the spread eagle with the imperial crown, and another in the garden, suitable to the palace it belongs to. The other public buildings are the stadthouse, the seminary, the great hall, the arsenal, with many more, which very well merit seeing, but are too numerous to admit of a particular description.

Liege was formerly a place of some strength, but now the fortifications are very mean, and being commanded by the hill which surround them, are not able to withstand a great army. It is stiled an imperial city under the protection of its bishop; but this prelate is really sovereign of the city and diocese, and the citizens have it no longer in their power to dispute his authority; tho' some say, he can lay no taxes without the consent of the clergy, gentry, and commons, whom they call the three estates. The city of *Liege* is called the *hell of women*, because they work harder than any where else; the *purgatory of men*, because wives generally wear the breeches; and the *paradise of priests*, because the whole country almost belongs to the clergy. The income of this bishoprick is commonly supposed to be about 300,000 ducats a year; the present prince is brother to the late emperor *Charles VII.* and to the present elector of *Cologne*.

Fortifications.

The magistracy of *Liege* is composed of two burgomasters, and twenty counsellors, who are annually chosen by the prince and people, two perpetual counsellors, and a recorder. Besides these magistrates,

Government.

Trade.

magistrates, there is a chief mayor, and two subordinate mayors. The bishop has his official, who gives judgment upon the first demand in ecclesiastical and personal civil causes. Without the city is St. *William's* convent, where Sir *John Mandeville*, the famous *English* traveller, is interred. The town is situated very conveniently for trade by reason of the river *Maese*, which is navigable even to this city, tho' 100 miles by water from the sea. They have many armorers, who are drawn hither, in all probability, for the conveniency of coal, which is found here and burnt as commonly as in *London*. The vineyards with which the little hills of *Liege* are almost entirely covered, deserve to be taken notice of because of the climate, tho' the wine is not very good. These hills contain quarries of fine black marble, and likewise a sort of alabaster. The gentlemen of *Liege* are affable and courteous to strangers. The inns are very good, and provisions extremely cheap; and there are few places in *Europe* where one has a greater variety of better wines. In short, a gentleman of a small estate cannot live in any place of the world more comfortably than at *Liege*.

From *Liege* there are boats that go every day to *Maestricht*, which is only fifteen miles distant, and boats or coaches to all the neighbouring towns as well in *Germany* as the *Netherlands*. To *Spaw* in particular there is a coach that sets out every morning; but the road is very disagreeable.

VI. S P A W.

Spaw.

SPAW, or *Spa*, is a town in *Germany*, in the circle of *Westphalia* and bishoprick of *Liege*, in east long. 5° 50', lat. 50° 32', about seventeen miles

miles south-east of *Liege*, and seven south-west of *Limburg*. It is situated in a small plain, surrounded with mountains, so that you cannot see it till you are almost in it. The town consists of four streets in form of a cross, and contains about 400 houses for the conveniency of those that come to drink the waters. The people are very good natured, and speak the same *Wallon* as at *Liege*. They are governed by a mayor, two burgomasters, seven aldermen, and a town-clerk, whom the prince of *Liege* changes every year. They employ themselves chiefly in making boxes for ladies toilets and for snuff, as well as other sort of boxes, which they sell to the company that comes to the wells.

Situation.

Buildings.

Trade.

This town is resorted to by strangers from all parts of *Europe*, on account of its mineral waters, famous in ancient as well as in modern history. The account *Pliny* gave of them, tho' some think he meant the waters of *Tongeren*, was, that they tasted of iron and were purgative; that they cured tertian agues and the stone; and when boiled grew turbid, and at last of a redish colour. There are four mineral fountains in and near this place, that are esteemed for their medicinal qualities. The first, called the *Geronster*, is in the middle of a thick wood two miles south of *Spaw*; it is the best kept, being built up with stone, with a pavilion over it supported by four stone pillars, and near it there is a little house for the patients to warm themselves. This spring has a sulphureous smell, and causes vomiting in some, but works chiefly by urine in the same manner as all the rest. The second spring, called *Saviniere*, lies as far to the east of *Spaw* as *Geronster* does to the south; and its waters are not so strong as the former. The third goes by the name of *Tonnelet*, and rises in a meadow near the *Spaw*, which contains more nitre than the rest, but is very cold in the mouth and stomach.

Mineral waters.

The

The GRAND TOUR.

The fourth of these fountains is called *Pobun*, and is situated in the middle of the town; 'tis this that supplies most of the water sent into foreign parts. It is adorned with a fine stone building, over which there is a *Latin* inscription (a), importing that these waters remove obstructions, dissolve hard swellings, dry up a superfluity of moisture, and strengthen weak limbs, if drunk with proper advice.

Season for
drinking and
filling.

The season for drinking these waters are in the hot months of *June*, *July*, and *August*. Vast quantities of them are transported into foreign countries, especially to *England* and *Holland*, sealed up in bottles with the town seal. The season for filling bottles is either in the heat of summer, when the water is very dry; or in the hardest frosts in winter, when it is observed to be the strongest, brisk, and sparkling. It is remarked that these waters weigh two grains in three ounces more than those of *Tunbridge*, and four grains more than the *Islington* waters, and yet less than the common waters by several grains. The Capuchins have here a very handsome convent, and large gardens, which are open to those who drink the waters, who generally leave these fathers some marks of their bounty.

Waggon to
Limburg.

From *Spaw* there is a post-road to *Limburg*, and from thence to *Aix-la-Chapelle*, and waggons go almost every day to both places. In the next route we shall give a description of *Aix-la-Chapelle*; here we shall only mention a word or two concerning *Limburg*.

(a) *Sanitati sacrum :*

*Obstructum reserat, durum terit, humida siccant,
Debile fortificat, si tamen arte bibas.*

VII.

Remo

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preceding r

VII. LIMBURG.

LIMBURG is the capital city of the dutchy of *Limburg*, in the *Austrian Netherlands*, in east longitude $6^{\circ} 5'$, latitude $50^{\circ} 37'$, situated on Situation. a mountain, at the foot of which runs the little river *Wese*, twenty miles south east of *Liege*, and eighteen south of *Aix-la-Chapelle*. The town is small, consisting chiefly of one broad street not very well built. Its situation renders it strong, Fortifica- there being but one passage to it, which is almost tions. inaccessible. Nevertheless the *Dutch* took it from the *Spaniards* in 1633, and the latter retook it some time after. The *French* took it in 1675, and restored it to the *Spaniards* by the treaty of *Nimeguen*. After the death of *Charles II.* king of *Spain*, the *French* seized it, but the confederates under the duke of *Marlborough* took it in 1703 for the house of *Austria*; and now it is dismantled. The parochial church, dedicated to *St. George*, is reckoned a large handsome building. Near this city are many quarries of different sorts of marble, and the country air is very wholesome. The river which runs near the town, abounds with fine trouts, and other excellent fish. *Limburg* is famous for its cheese, which is reckoned the best of any made abroad except that of *Parma*.

Remarkable places in the second route.

I. *L O V A I N.*

II. *T I R L E M O N T.*

VII. These two towns have been described in the preceding route.

III.

III. *St. T R O N.**St. Tron.*

ST. TRON is a small town in the *Austrian Netherlands*, between *Tirlemont* and *Tongres*, the walls of which were demolished by the *French*, as likewise those of *Tirlemont*. It takes its name from an abbey of *Benedictines*, the abbot of which is lord of half the town, and puts in the magistrates. The church of the abbey, tho' very ancient, is a noble structure. There is also here a collegiate church of our Lady, and several religious houses of both sexes.

IV. *B O R G L O O N.**Borgloon.*

BORGLOON, or *Loots*, in *Latin* *Los Castrum*, is a small town of the bishoprick of *Liege*, in east long. $5^{\circ} 12'$, lat. $50^{\circ} 52'$, twelve miles north of *Liege*, and sixteen west of *Maestricht*. This town formerly gave title to a count, and was the capital of the territory of *Loots*, but is now an inconsiderable place.

V. *T O N G R E S.**Tongres.**Situation.**Antiquities.*

TONGRES, or *Tongeren*, is a town of the bishoprick of *Liege*, in east long. $5^{\circ} 22'$, lat. $50^{\circ} 54'$, situated on the little river *Jecker*, ten miles north west of *Liege*. This is a very ancient town, being the *Tungrorum Oppidum* of the *Romans*, and a very considerable place in their time, when there was a road paved with stone, leading to *Paris*, near 200 miles in length, some parts of which are still to be seen. There are also now remaining the ruins of some of their temples and other monuments of antiquity. Particularly in the great church the

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they shew an image supposed by some to be the statue of *Minerva*, but by others the image of *Hercules*, who was worshipped here by the pagan inhabitants. The town is mentioned by *Julius Cæsar*, *Tacitus* and *Pliny*. Very early it was made a bishop's see, and is said to have had a hundred churches when destroyed by *Attila*; but the bishoprick was removed from hence to *Maestricht*. and afterwards to *Liege*; and now the town has little or no vestiges of its former grandeur. It is generally supposed that the old castle and the wall on bishop *Maternus's* chapel were standing before our Saviour's time. The great church is a handsome *Gothic* structure, and has a dean and twenty-two canons belonging to it. There are also mineral waters here: its famous spring is situated in a pretty and agreeable valley, environed with a row of mountains; it is of great antiquity, being mentioned by *Pliny*, and was repaired in the year 1690.

VI. MAESTRICHT.

MAESTRICHT is a town belonging to *Dutch Brabant*, situated on the river *Maese*, Situation. in east long. $5^{\circ} 40'$, lat. $50^{\circ} 55'$, thirteen miles north of *Liege*, and forty-two east of *Levain*. This is one of the best fortified towns in *Europe*, and a bulwark of the republic of the *United Netherlands* on this side of the country. It takes its name, as Name. well as the city of *Utrecht*, from the word *Trajectum*, or passage, which is their common name in *Latin*. *Utrecht* was called *inferius* or *ulterius Trajectum*, and was the passage of the *Rhine*: and *Maestricht* was named *Mosæ Trajectum*, the passage of the *Maese*, and *Trajectum superius*, or the upper passage. It has a suburb strongly fortified, called

N

the

Bridge.

the *Wyck*, on the east side ; and both parts are united by a bridge 100 feet long. This bridge has nine large arches, eight of which are built of free-stone ; the ninth is of wood, and so ingeniously contrived, that without destroying it, they can take it to pieces, and cut off all communication with the *Wyck*. This wooden arch is seventy-five feet long, and under it the boats pass from *Holland* to *Liege*. The town is generally reckoned to be in the province of *Brabant*, and the *Wyck* to be in the diocese of *Liege*, whose bishop has the civil government of it, tho' the whole is garrisoned by the *Dutch*. It is about four miles in circumference, but not very populous, for there are several void spaces within the walls, so that they do not reckon above 3000 houses, and above 12 or 13,000 inhabitants. The streets are large, and many of them planted with two rows of trees ; the old buildings are of wood, the new of brick, and all are covered with slate. Here are two large open places ; the one called *Vrythof*, is square, very beautiful, and planted with several rows of trees ; the other is the great market-place, which is very spacious. In the latter stands the stadthouse, one of the finest in all the *Netherlands*. It is a large square building of blue stone, built in 1662, after the model of that of *Amsterdam*. It contains a very good library of books, manuscripts, some paintings, and other rarities worth the curiosity of a stranger.

Buildings.

Government.

The government of this town resembles that of the other towns of the *United Provinces*, to whom it is subject. The civil jurisdiction is divided between the states-general and the bishop of *Liege* ; the magistrates are one half protestants, and the other half *Roman* catholics. The chief churches are still in the hands of the latter, but the prebends and canonicates when vacant are named by the states. There are several religious houses both for men

men and women; and 'tis observed that the protestants and *Roman* catholics live here in very good harmony. The parish churches of *St. John* and *St. Matthew* are in the hands of the *Dutch* protestants; the *Lutherans* and *French* protestants have another. There is abundance of game round the city, and for the conveniencies of life few places are cheaper. Churches.

This city revolted from *Spain* about the year 1570, but was besieged by the duke of *Parma*, and reduced under the obedience of the *Spaniards* again in 1579. The *Spaniards* kept it till 1632, when it was taken by *Frederic Henry* prince of *Orange*. In 1673 it was besieged by the *French* king in person, and taken after thirteen days open trenches. In 1676 it was besieged again by the prince of *Orange*, afterwards king *William*; but upon hearing that *M. Schomberg* was advancing with a much superior army to relieve the town, he was obliged to raise the siege. However, it was restored to the *Dutch* by the peace of *Nimeguen* in 1679, in whose possession it continued till it was taken by the *French* under marshal *Saxe* at the end of the last war, who restored it to them again at the treaty of *Aix-la-Chapelle*. Revolutions.

Before this town revolted in 1570 from the *Spaniards*, it was only environed with a single wall and some old fashioned towers. When the *Spaniards* recovered it, they made some additions to the fortifications; the *Dutch* afterwards upon their repossessing it, fortified it in a regular manner; and the *French* while they were masters of it, added some improvements to the works. The ramparts of *Maastricht* consist of the old inclosure, flanked with small towers and ancient bastions. But the principal strength of the place lies in several detached bastions, some great, some small; in several horn-works; and a covert-way, in some places double. Fortifications.

double and in others triple, the whole supported by a vast number of mines. They can form two inundations round the town to prevent its being approached, one on the side of *Liege*, and the other on the side of *Boisleduc*; besides, on the *Liege* side there is a very strong intrenchment on the declivity of a hill, called *Fort St. Pierre*, able to hold 13 or 14,000 men; which with the help of several redoubts well planted with artillery, are capable of being a great obstruction to an army that would undertake the siege of the town. This fort consists of a large bastion with a very good casement, a counterscarp, and two covert-ways; the whole supported with intrenchments which extend right and left to the inundation formed by the little river *Jecker*. The suburb of *Wyck* has a rampart a quarter of a league in circumference, flanked with three large bastions joining to the body of the place. It has likewise another inclosure of earth, flanked with several bastions, ravelins, and a good covert-way. There are likewise two isles, one above and the other below the bridge, which are strongly intrenched, and defended with redoubts and other works. In short, *Maastricht* is justly looked upon as one of the strongest places in *Europe*. Going out of one of the gates of this city towards the *Maese*, you meet between that river and the *Jecker* with a beautiful walk, planted with several rows of trees. Under the mountain of *S. Pierre*, mentioned above, are large quarries of stones, which they cut two feet in length, and one in breadth, and use them for the foundation of the houses at *Maastricht*.

Carriages to
other places.

Every day a boat goes from hence at nine in the morning to *Liege*. And every day there are coaches, called *Diligences*, which go to *Aix-la-Chapelle*, to *Holland*, to *Brussels*, and even to *Cologne* in a day.

VII.

VII. AIX-LA-CHAPELLE.

AIX-la-Chapelle, or *Aken*, is a city of *Germany* Situation.
 in the dutchy of *Fuliers*, in east long. $5^{\circ} 50'$,
 lat. $50^{\circ} 45'$, twenty-six miles north-east of *Liege*,
 and thirty west of *Cologne*. It is a large populous
 town, of very great antiquity, by the *Latins* called Name.
Aquisgranum, and supposed to have taken this name
 from *Serenius Granus*, lieutenant-general of *Gallia*
Belgica, in the reign of the emperor *Adrian*, which
Serenius Granus having discovered the hot springs here
 in the year 53, first built and beautified them after
 the manner of the *Roman* baths, and then erected
 a palace near them. In confirmation of this the Antiquity.
 natives still shew a piece of ancient architecture,
 which they call *turris Grani*, and relate that it is a
 part of the ruins of that general's palace. The
French call this town *Aix-la-Chapelle*, from a chapel
 in the great church much resorted to by pilgrims,
 containing a multitude of relics. The town is
 situated in a fruitful valley, surrounded with moun-
 tains and woods, and yet the air is very wholesome.
 It may be divided into the inward and outward
 city: the inward is encompassed with a wall about
 three quarters of a league in circumference, having
 ten gates, and the outward wall is about a league
 and a half in circumference, in which there are
 eleven gates. Some rivulets run through the town,
 which keep it very clean, and turn several mills;
 besides, there are twenty public fountains, and
 many private ones. As the stone quarries in the
 neighbourhood furnish them with excellent materi-
 als, their buildings are suitably magnificent, of Buildings.
 which the senate-house or stadthouse and the cathe-
 dral are the chief; besides which, there are thirty
 other parochial or collegiate churches. The market-
 place is very spacious, and the houses round it
 N 3 stately.

stately. In the middle of the market-place there is a fine fountain, which throws out water at six several places into a marble basin, thirty feet in circumference, and on the top of this fountain is the statue of *Charlemaine* of brass gilt, holding the sceptre in his right-hand, and the globe in his left.

Stadthouse.

In the same market-place stands the stadthouse, which is a stately fabric, built in the year 1533, adorned with the statues of all the emperors since *Charlemaine*. It consists of three stories, the two first divided by several partitions; but the upper story is one entire room of 162 feet in length, and 60 in breadth, where the new elected emperor used to entertain the electors and all the princes of the empire at his coronation. In this hall there are several fine pieces of painting, particularly those by *Amiffaga*, highly valued, among which are that of the resurrection, and another of *Charlemaine* giving the charter to this city.

Churches.

The great church is a *Gothic* building with a high steeple at the west end, adorned with pyramids, and covered with a cupola in the middle. On the inside are a vast number of pillars of brass and marble, gilded statues, brazen doors, and a great deal of *Mosaic* work. The treasury of this church is famous for its relics, a particular description of which would be tedious. In the upper part of the church there is a throne of white marble, where the emperors used to sit, and is supposed to be the same which *Charlemaine* placed there 900 years ago. The choir of this church is very high, and the architecture bold, but the rest of it irregular. There is a great number of other churches, as well as religious houses of both sexes. The only religion here tolerated is the *Roman* catholic, but protestants are permitted to reside in the town, and to resort to a church in the neigh-

neighbourhood under the dominion of the states-general.

Aix-la-Chapelle is a free imperial city, governed by a mayor, two burgomasters, fourteen aldermen, and 120 common-council men. The mayor presides among the aldermen, and is constituted by the elector *Palatine* as duke of *Fuliers*. The burgomasters, aldermen, and council are chosen by the companies of the city, of which there are about fifteen. The territories of this city are so large as to comprehend 200 villages. This town was sacked by *Attila*, after which it lay desolate for near four ages, when *Charlemaine* almost entirely rebuilt it. The same emperor endowed it with several privileges, made it the capital of *Gaul* beyond the *Alps*, and honoured it with his usual residence. He died here at the age of seventy-two, in the fourteenth year of his empire, the forty-eighth of his reign, and of Christ 814, and his tomb remains to this day.

Government.

For the space of above 500 years several emperors, successors to *Charlemaine*, were crowned here with the first crown; for the emperor formerly received three crowns, the first of iron in this city from the elector of *Cologne*; the second of silver at *Milan*, from the archbishop of *Milan*; and a third of gold at *Rome* from the pope. The emperor *Charles IV.* made a positive regulation of this ceremony by one of the constitutions of the golden bull, which ordained that the emperor should receive his first crown here: but the custom of crowning with three crowns has been long since laid aside; and there are only two marks remaining of the ancient privileges of this city. The first is, that there are deputies sent both to *Aix* and *Nuremberg*, to acquaint them with the election of a new emperor, that they may send the *regalia*, or imperial ornaments and other things necessary for

Emperors crowned at *Aix*.

Regalia kept here.

The GRAND TOUR.

the solemnity of the inauguration, which are deposited in their hands. The *regalia* at *Aix* are a box of relics, a book of the gospels written in letters of gold, one of *Charlemaine's* swords, with the shoulder-belt, all which are used at that ceremony, and delivered to the elector of *Mentz*. The second is, that wherever the ceremony is performed, the emperor declares solemnly, that tho' for some particular reasons he could not receive his first crown at *Aix*, yet his being crowned elsewhere shall not prejudice the privileges of this city.

Hot baths.

The hot baths of *Aix* are the occasion of its being very much frequented by strangers. Three of these baths are within the inner wall, which are, 1. The emperor's bath. 2. The little bath. 3. The bath of St. *Quirinus*. The first of these is the same place and supplied by the same springs as that which *Charlemaine* so much delighted in, and where he used to invite his nobility and great officers to bathe with him; for it was formerly the custom to bathe a hundred together, tho' now the bath is divided into several apartments, where men and women bathe distinctly. These baths rise so hot, that they let them cool twelve hours before they are used; but those which rise without the inner wall are not so hot. The smell of the latter is offensive, and the water in the cisterns not transparent. Here is also a fountain of warm water, which is drunk in summer mornings for many chronical distempers. Less than a quarter of a mile from the south gate of the city stands the village of *Per-cetum*, so called from the droves of wild hogs which formerly frequented the woods near it; here is a nunnery whose abbess is princess of the empire. The village in general is well built, and has four handsome churches. The hot springs here lie on each side a small cool rivulet, which runs through the town, and are conveyed by pipes into fourteen

fourteen houses, which form twenty-eight baths. The water of these springs is clear and pleasant, without any offensive smell, but much hotter than that of *Aix*, being usually cooled eighteen hours before it can be endured. Near this place there are several mines of lead, coal, vitriol, and calmey, or lapis calaminaris.

Those who have described the virtues of the baths of *Aix*, affirm that they are useful against all Virtues of
the waters.

affections of the nerves, such as convulsions, palsies, numbness, tremblings, gout, sciaticas, contractions, swellings, distempers of the bowels, stomach, spleen, inveterate head-achs, vertigoes, nephritical distempers, cold affections of the womb, stoppage or flux of the menses, barrenness, abortion, and scabs of all sorts. They are likewise said to cure stoppage of water and stranguries; as also the gout, scurvy, rheumatism, cholic, scrophulous distempers, imposthumes of the mesentry, &c. Those Manner of
drinking
them. waters are also drunk from a pump, as at the *Bath* in *England*. The wells are at the bottom of the town, and are two, with a pump to each, one of which has the Virgin on the top, and the other *Charlema'ne*. There are galleries round them for the drinkers to walk under when it rains, and to make the waters pass better. The time of drinking is from the first of *May* to the middle of *June*; and from the middle of *August* to the end of *September*: about the pumps where they drink the water, there are raffling shops, coffee-houses, and all other diversions, as at the *Bath* and *Tunbridge* in *England*. Here are also sharpers, tho' under a more pompous denomination of counts, marquissé, and barons, with greater equipage than the sharpers in *England*. Intrigues are also carried on here with the ladies as at *Bath* in *England*. There was a famous treaty of peace concluded in this city in 1668, between *France* on the one part, and *Spain*, *England*,

The GRAND TOUR.

England, and Holland on the other. And here also was concluded the last general peace in 1748.

From this town a *Diligence* or stage-coach sets out every day for *Liege, Cologne*, and most of the neighbouring cities.

C H A P. XIII.

Journey from Brussels to Ostend, Dunkirk, and Calais, and back again from Dunkirk by Ipres and Oudenard to Brussels.

<i>English</i> miles from one place to another.	BRUSSELS	
8	ASSCHE	8
7	ALOST	15
3	DENDERMOND	18
12	GHENT	30
24	BRUGES	54
12	OSTEND	66
9	NEWPORT	75
6	FURNES	81
10	DUNKIRK	91
12	GRAVELINES	103
8	CALAIS	111
22	BERGUES	133
24	IPRES	157
10	MENIN	167
5	COURTRAY	172
15	OUDENARDE	187
13	ALOST	200
15	BRUSSELS	215
		<i>English</i> miles from <i>Brussels</i> by this circuit.

Remarkable places in this Journey.

I. A L O S T.

Carriage to
Ghent.

FROM *Brussels* to *Ghent* a *Diligence* or stage-coach sets out almost every day. The road between

between these two cities is all a fine causeway, thirty miles long, broader than any street, and well paved.

Alost is a town in the *Austrian Netherlands*, in the province of *Flanders*, in east long. 4° , lat. $51^{\circ} 5'$, situated on the river *Dender*, fifteen miles north-west of *Brussels*, three miles south of *Dendermond*, and fifteen south east of *Ghent*. It is a small town, situated in a fine country, and capital of a large territory, formerly called *Imperial Flanders*, because of its being a fee of the empire. Here they have a very good parish church, a large number of convents, and a beguinage. It is a place of some trade, but neither large nor well fortified. The greatest curiosity they shew here is the tomb of *Theodore Martin*, who brought the art of printing hither from *Germany*, with a long epitaph by *Erasmus*. The country belonging to the town consists of 172 villages; it is one of the fertilest in the *Low Countries*, and governed by a bailiff, who is generally of the chief nobility of the country. From hence to *Ghent* there is a fine causeway, streight as an arrow, broader than any street, and well paved. A coach goes every day to *Ghent*, *Dendermond*, *Ninove*, and *Brussels*.

II. DENDERMOND.

DENDERMOND is a town in the *Austrian Netherlands*, and province of *Flanders*, in east long. $3^{\circ} 50'$, lat. $51^{\circ} 10'$, twelve miles to the eastward of *Ghent*, and eighteen north-west of *Brussels*. It is situated in a marshy ground at the confluence of the *Dender* and the *Scheld*, from the first of which it derives its name, which signifies the

the mouth of the *Dender*. The situation of this place renders it strong, as it can be approached only by causeways in case of a siege, the inhabitants being able to lay the country under water. It is also regularly fortified, and one of the barrier towns. There are four gates to the town, twenty-six bridges, sixteen of which are of stone, the others of timber, and six spacious market-places. The houses are large, beautiful, and convenient: most of them have a canal before, and handsome gardens behind. The town drives a pretty good trade, and the merchants and tradesmen enjoy great privileges. There are two parochial churches, three abbeys of women, several other religious houses, and an hospital.

There are boats in this town that go every day to *Antwerp* and *Ghent*; and a coach every day to *Alost*.

III. G H E N T.

Situation.

GHENT is a city of the *Austrian Netherlands*, and capital of the province of *Flanders*, in east long. $3^{\circ} 36'$, lat. 51° , thirty miles north-west of *Brussels*. It is situated in a very healthful air, on four navigable rivers, the *Scheld*, the *Lys*, the *Lieue*, and the *Mour-water*, which run through it, and divide it into so many canals. These canals form twenty-six little isles, over which there are 100 bridges. The town is one of the largest in *Europe*, being about fifteen miles in circumference; but not one half within the walls is built upon, the rest consisting of fields and gardens. It is surrounded by a wall and some other fortifications, that render it tolerably strong for a place of its circumference, which requires an army to defend it. The streets are large, and well paved, the market-places

Fortifications.

places spacious, and the houses well built of brick. The market-place, called the *Friday* market, is larger than that of *Covent-garden*. In the middle of this market-place is a statue of *Charles V.* with his imperial robes and sceptre in his hand. The corn market is also a large square, where all the best taverns and coffee houses are kept. It is here people meet about business, and it serves at noon as an exchange for merchants and a parade for officers. The plain is also a spacious square, planted with trees, and surrounded with very handsome houses. Travellers are generally desired to take notice of the bridge called *Dogebrack*, where there are two brazen statues, representing a son cutting off his father's head with a sabre. The story is thus: having been both condemned to die for some crime, a pardon was offered to him who would be the other's executioner. Upon which the father prevailed on the son to take the office upon him. As he was ready to strike, the blade of the sword broke in his hand; which being looked upon as a miraculous interposition of providence, they were both pardoned. This is said to have happened in 1371. The emperor *Charles V.* built a citadel here to keep the town in awe, after punishing them severely for revolting in 1539. The stadthouse is a handsome structure, built by archduke *Albert* in 1618. Near this stadthouse stands an high tower, called the *Belfroy*, on the top of which there is a dragon of gilt copper, said to have been sent from *Constantinople*, by *Baldwin IX.* earl of *Flanders*.

Buildings:

The churches of this town are very numerous and magnificent. The cathedral dedicated to *St. Bavo*, is exactly the cathedral of *Canterbury*, only with this alteration, that it is better adorned within, and has a finer steeple; under it there is a noble crypta, or subterraneous church. The parish churches of *St. James*, *St. Michael*, *St. Martin*,
our

Churches.

our Lady, St. *Savior*, and St. *Nicholas*, are beautifully adorned, and worth the curiosity of a stranger. There are fifty monasteries and nunneries in this town, and among the rest one *English* nunnery, which have all their churches and chapels handsomely adorned. The abbey of St. *Peter*, or St. *Peter's on the hill*, is the chief, having the best revenues of any abbey in the *Low Countries*. The abbot has a temporal jurisdiction over a great part of the town, and their church was magnificently rebuilt in 1718. The church of the barefooted *Carmelites* was built in 1712, and is now one of the chief beauties of the city. The beguinage of this place is a very large building, in circumference about a mile, and all inclosed. The women, who are generally about 5000, have each a neat little cell, go out when they please, and employ their time in weaving lace and looking after the sick. They are decently clothed in black, with cambric head-dress like other nuns; and when they marry, they leave the house.

Trade.

This place carries on a very good trade, for which it is conveniently situated by means of its numerous rivers and canals. In particular they deal considerably in corn, and have flourishing silk, woollen, and linen manufactures. It is also a bishop's see under the archbishop of *Mechlin*; and the provincial court is held here, from which there is an appeal to that of *Mechlin*. The government of the city is lodged in the burgomaster and schepins, that is, in the mayor and aldermen, as in most of the cities of the *Low Countries*; besides which, there is a great council or senate, which assembles on extraordinary occasions.

Pacification
of *Ghent*.

It was in this town the famous pacification, consisting of twenty-five articles, was signed in the month of *November* 1576, for settling the tranquillity of the seventeen provinces, which was afterwards

terwards confirmed by *Philip II.* king of *Spain*. It was taken by *Lewis XIV.* in six days in 1678, but restored by the treaty of *Nimeguen*. Upon the death of *Charles II.* of *Spain*, the *French* took possession of it again, but abandoned it after the defeat of *Ramelies* in 1706 to the confederates. They took it again by surprize together with *Bruges* in 1708, but both were recovered towards the end of the year by the duke of *Marlborough*. By the treaty of *Utrecht* it was given to the house of *Austria*, in whose possession it remained till 1745, when the *French* took it by surprize after the fatal battle of *Fontenoy*, but restored it again at the last treaty of *Aix-la-Chapelle*. This town is famous for the birth of the emperor *Charles V.* as also for that of the duke of *Lancaster*, known by the name of *John of Gaunt*.

IV. B R U G E S.

FROM *Ghent* a coach goes every day to *Antwerp*, *Brussels*, and *Courtray*. There is likewise a barge or treck-scoot that sets out every day at eight in the morning, to *Bruges*, *Sluys*, *Ostend*, *Newport*, and *Dunkirk*. The treck-scoot from *Ghent* to *Bruges*, and back from *Bruges* to *Ghent*, is drawn by horses through an artificial canal thirty miles long. It sets out every morning, and arrives at *Bruges* by night. This is the most remarkable boat of the kind in all *Europe*; for it is a perfect tavern divided into several appartments, with a very good ordinary at dinner of six or seven dishes, and all sorts of wines at moderate prices. In winter they have fires in their chimneys, and the motion of the vessel is so gentle, that a person is all the way as if he were in a house.

Bruges

Situation of
Bruges.

Bruges is a city and port-town of *Flanders*, in east long. $3^{\circ} 5'$, lat. $51^{\circ} 16'$, eleven miles east of *Ostend*, and twenty-four north-west of *Ghent*. It is situated on the grand canal which runs between it and *Ostend*, and is reckoned the finest in the *Low Countries*. Its name is said to have been derived from the great number of bridges over the canals and rivulets which run through the town, and are said to be above 200 in number; but as others say, it is derived from one single bridge, near which stood a chapel, which gave occasion to the building of this city. It is about four or five miles in circumference, encompassed with a wall and other fortifications, but not able to sustain a regular siege.

Buildings.

The streets, which are 260 in number, are generally spacious, and the houses large but old-fashioned. There are six large market-places or squares, seven gates, seven parish churches besides the cathedral, sixty monasteries and nunneries, among which two for *English* nuns, and a college of *Jesuits*. The great market-place is spacious and noble, at the end of which there is a fine steeple 553 steps high, with a curious chime of bells. Joining to this steeple there is a spacious court, on one side of which stands the town house, a venerable edifice, adorned with the statues in niches of all the dukes of *Brabant* and earls of *Flanders*, as big as the life; and on the other side a palace, where the gentlemen of the country meet on their public affairs; the other quarter is the cathedral with the bishop's palace.

Churches.

There are several fine churches in *Bruges*. The cathedral, dedicated to St. *Donat*, has nothing very remarkable; but that of our Lady is a fine building, with a noble lofty steeple, which with that from the market-place is a guide for mariners at sea. In the choir of this church there are two fine tombs that are cased, except on state days, the one

of *Charles the Bold* duke of *Burgundy*, and the other of his daughter *Mary*, heiress of *Burgundy*, both of brass gilt, and finely enamelled. The treasure of this church is also very curious and rich, but is not easily shewn to strangers. Among other curiosities are the rich vestments of *Thomas à Becket*, set with diamonds, and said to have been bought at the reformation by *Mary* sister to the emperor *Charles V.* The *Jesuits* church is a very elegant building. In the *Dominican* church the pulpit is reckoned a fine piece of workmanship. The *Carthusians* have a very large monastery here, about an *English* mile in circumference. In the *Carmelites* church, one of the finest in the city, there is a beautiful monument of *Henry Jermyn*, lord *Dover*. But the most sumptuous monastery in the city is the *Dunes*, of the order of *St. Bernard*, consisting of two large cloisters, with handsome gardens behind. The abbot's apartment is magnificent, and those of the monks very neat. There are two *English* nunneries here, one of *Augustines*, who are said to be all *English* ladies of quality: the other is called the *Pelicans*, who are a stricter order, and wear a coarser dress. Besides the convents in this town for men and women, there are likewise very noble institutions for orphans and bastards, particularly one called the school of *Bogard*, established in 1411, where there are about 200 scholars, who are bred up to such studies as are most suitable to their genius. In the hospital of this town one meets with several curious pictures belonging to the public. In the great hall, where the nobility meet, there are several good pictures, particularly the *Last Judgment* by *Baker*, a disciple of *Rubens*.

Bruges was erected into a bishop's see by *Philip* Bishopric. king of *Spain*, about the year 1559, and is subject to the archbishop of *Mechlin*. It was here also that *Philip* the good duke of *Burgundy* instituted the order

Trade.

order of the golden fleece in 1430. Before the revolt of the seven provinces, or rather before *Antwerp* arrived to its grandeur, it was the most flourishing town for trade in all *Europe*, all countries who had any concern in commerce having their factories and agents here, particularly the *English*, who made it their staple for wool. They have still standing in the town seventeen ancient palaces, which were formerly the residence of the consuls of the several nations in *Europe*. They have also the cloth hall, and bays hall, under the first of which runs a canal which brings bilanders of burthen with their goods into the hall. As they have a communication with the sea by means of the great canal to *Ostend*, which brings up the shipping to the town, they still carry on a pretty good trade. Their manufactures are chiefly of woollen cloth and stuffs, linen and tapstery, which would have flourished much more had the scheme for the navigation of the *Ostenders* succeeded.

Boat to
Ostend.

From *Bruges* to *Ostend*, and from *Ostend* to *Bruges*, there is a treck-scoot that goes regularly every day, and arrives there in about three hours.

V. O S T E N D.

Description
of *Ostend*.

OSTEND is a city and sea-port town of the *Austrian Netherlands*, in the province of *Flanders*, in east long. $2^{\circ} 45'$, lat. $51^{\circ} 15'$, about twelve miles from *Bruges*. This is a clean little town, consisting of a large square market-place, from whence run eight handsome streets which make the whole. On one side of the market place is a very pretty town-house lately rebuilt, and on the other the guard-house for the military. The town is situated in a morass, almost surrounded by wide trenches, filled with the sea-water, and is the best harbour

harbour in *Flanders*, next to that of *Sluys*. They have no fresh water here, but are obliged to get it from *Bruges*, where the brewers fetch it in boats, and lodge it in a great reservoir very near the harbour. In the sixteenth century this was only a small fishing town, meanly fortified, but grew famous in the beginning of the seventeenth for the siege it sustained from 1601 till the latter end of the year 1604, against the power of *Spain*. It is said, that in the course of this siege the *Spaniards* lost 70,000 men, and the besieged 30,000; not that the garrison ever consisted of anything like that number, but the sea being open to *Dutch*, they supplied the place from time to time with fresh forces and provisions, till there was no more ground left for the garrison to defend, the whole town being reduced to a heap of rubbish. The place is now well fortified after the modern way, which renders it one of the strongest places in *Flanders*. The *French* took possession of it on the death of *Charles II.* king of *Spain*, but it was retaken from them by the confederates after the battle of *Ramelies* in 1706. The emperor *Charles VI.* established here an *East-India* company, but was obliged afterwards to suppress it at the repeated complaints of the *English* and *Dutch*. The *French*, under the command of marshal *Lowendhal*, laid siege to it in 1745, after the battle of *Fontenoy*, and took it in about seven days open trenches; but it was restored to the queen of *Hungary* at the last treaty of *Aix-la-Chapelle*.

About a mile from *Ostend* is the *Sas*, that opens to the great canal of *Bruges*, which is supplied with sea-water by floodgates: these are opened when the tide flows, and shut again when the tide ebbs, by which means a body of water is kept up, sufficient to carry ships of 300 tons up to *Bruges*.

From *Ostend* there are treck-scoots that go every day to *Bruges*, *Newport*, *Furnes*, and *Dunkirk*; as also

Boats to
Newport.

also from *Ostend* to *Sluys*, and from thence to *Middelburgh* in *Zealand*.

Plassendal.

Three miles south of *Ostend* lies the fortress of *Plassendal*, where the canal of *Newport* falls into that leading from *Ostend* to *Bruges*; and consequently it commands them both. It is a strong fort, defending an important sluice, through which the vessels pass backwards and forwards.

VI. NEWPORT.

Description
of *Newport*.

NEWPORT is a sea port town of the *Austrian Netherlands*, in the province of *Flanders*, nine miles south-west of *Ostend*, sixteen north-east of *Dunkirk*, and six north-east of *Furnes*. Its ancient name was *Sandhoft*, which it changed for that of *Newport* in 1168, when *Philip* of *Alsace*, earl of *Flanders*, built the harbour here, and granted the inhabitants several privileges. It lies near the sea-shore, at the mouth of a small river called *Iperlee*, which renders it a secure harbour for vessels of small burthen. The fortifications of the town are old; but its situation is its principal strength, for by their sluices they can lay all the country round under water. It cannot be much commended for its buildings or trade, the houses being mean and low, and the inhabitants subsisting chiefly by fishing. There is only one parish church in the town, which is reckoned one of the finest in *Flanders*; but there are several monasteries, and among the rest one of *English Carthusians*. There is also a very good hospital for the maintenance of forty orphan children. Before this town the famous battle was fought in 1600, between archduke *Albion*, who laid siege to it, and prince *Maurice*, who came to relieve it, when the archduke's army was entirely routed.

From

From *Newport* a treck-scoot goes every day to *Furnes*, *Ostend*, *Bruges*, *Dixmunde*, and *Dunkirk*. Boat to *Furnes*.

VII. FURNES.

FURNES is a town of the *Austrian Netherlands*, in the province of *Flanders*, in east long. $2^{\circ} 25'$, lat. $51^{\circ} 10'$. It is situated on the river *Colm*, in a fruitful country, about six miles from the sea, ten to the eastward of *Dunkirk*, and sixteen north-west of *Ipres*. The town is pretty well built, and tho' small, yet very agreeable. *Baldwin*, surnamed *iron arm*, the first earl of *Flanders*, is said to have repaired a castle in this neighbourhood, which had been designed to stop the inroads of barbarians. In process of time houses were built round it, which grew insensibly into a city, and were surrounded with walls in 1390, by *Philip the Good*. They have here a famous collegiate church, called *St. Walburg*. There are different manufactures in the town, especially of cloth, and their trade, which is not very considerable, is carried on by means of their canals. *Furnes* is well fortified, and capital of a small territory. It makes a part of the *Dutch* barrier against the *French*. Description of *Furnes*.

From *Furnes* a boat goes every day to *Newport*, *Ostend*, *Bruges*, and *Dunkirk*. Boat to *Dunkirk*.

VIII. DUNKIRK.

DUNKIRK is a sea-port town of the *French Netherlands*, in the province of *Flanders*, in east long. $2^{\circ} 20'$, lat. 51° , situated on the *English* channel, at the mouth of the river *Coln*, twenty miles east of *Calais*, twenty-four south-west of *Ostend*. Situation of *Dunkirk*.

From

Name.

Ostend, and fifty east of *Dover*. It was built in 966 by count *Baldwin*, and is said to have taken its name from the sand-hills on the shore by the *Flemings* called *Duynen*, or downs, on which there was a church erected (*kirk* in *Flemish* signifying a church) that was a sea mark for mariners. The town is neatly built, the streets large, regular, and well paved. It is the capital of a fine fruitful territory, and a place of good trade. The squares of the town are five in number, all planted with trees; but there are no shops in the great streets, most of the houses having *Porte-cocheres* and courtyards for the conveniency and use of their families. The town-house is a very good building; over against it is the Jesuits church with its college, which is worth seeing. The principal church, dedicated to St. *John*, has a very handsome choir, which is finely adorned; and fifteen chapels, among which that of St. *George* is remarkable for an excellent picture of this saint done by *Rubens*. The steeple of this church is very high, from whence in war time they see the *English* fleet in the *Downs* with their perspective glasses, and what passes thro' the channel, and give signals to their privateers accordingly. Here are abundance of religious houses, and among the rest two *English* nunneries. The other places deserving a traveller's notice are the arsenal, the casernes for the garrison, the magazines, and the mathematical school. Out of town towards the canal, there are very pleasant walks, with a mall well planted with trees.

Fortifications.

Dunkirk was famous in the beginning of this century for its fortifications and harbour, which cost *Lewis XIV.* immense sums of money, much more than any fortress in that kingdom. He was obliged by the treaty of *Utrecht* to demolish these works together with the harbour. This city

city was taken from the *Spaniards* by the *English* and *French* in 1658, and delivered by the *French* to *Oliver Cromwell*. It was sold to the *French* afterwards by king *Charles II.* in 1662, and, as the *French* say, for five millions of livres. The *French* have kept possession of it ever since. The money laid out in fortifying this place, turned to a very good account to *Lewis XIV.* for it is generally thought that the prizes which the privateers of *Dunkirk* brought in during the long war in the beginning of this century, were almost sufficient to maintain a fleet. This induced the *English* and the *Dutch* to insist on razing the fortifications at the treaty of *Utrecht*, and both the harbour and walls of the city, together with the citadel, were accordingly demolished; but in the last war new fortifications were erected towards the land side, which by the late treaty of *Aix-la-Chapelle* are permitted to remain. This port would never admit of large men of war; all the mischief from thence was done by light frigates and privateers. Before the last war the *French* had already begun to clear the harbour, and render the entrance of it fit for ships of burthen, which brought a considerable trade to the town. The earl of *Waldegrave*, our ambassador then at *Paris*, presented a memorial against this infraction of the treaty of *Utrecht*, but was put off with an evasive answer. This city is governed after the manner of *Flanders* by a burgomaster or mayor, echevins or aldermen, and a pensionary or recorder.

Harbour.

About three miles south-east of *Dunkirk* stands the little town of *Mardike*, which has a harbour upon the sea-coast. It was formerly considerable only on account of its fort, which was built on the sea-shore, at the distance of three miles from that village, and of which there is nothing left now but few ruins. However, *Mardike* is famous still by a noble

Mardike.

noble canal, which *Lewis XIV.* caused to be built here the latter end of his reign. The *French* were going to fortify this place after the demolition of *Dunkirk*, but were obliged to drop the design upon the representations and menaces made by the *British* court.

IX. GRAVELINE.

Description
of *Graveline*.

GRAVELINE is a sea-port town of the *French Netherlands*, in the province of *Flanders*, in east long. 2° , lat. $50^{\circ} 56'$. It is situated at the mouth of the river *Aa*, near the *English* channel, twelve miles south-west of *Dunkirk*, and eight east of *Calais*. This town is well fortified, and one of the five ports of *Flanders*, but not capable of receiving large vessels. The fortifications consist of six bastions, four half-moons and a horn-work; the ditches are very large and deep. The parish church is dedicated to *St. Willebrod*; which with the castle built by *Charles V.* and the town-house, are pretty good buildings. In the parochial church are to be seen two marble tombs, erected to two famous governors of this city. There are several convents here both for men and women, and among the rest an *English* nunnery of the order of *St. Clare*. As there is no trade stirring here, the town is but poorly peopled, and the grass grows in the market-place. The country from *Dunkirk* to this city, and from thence to *Calais*, is very sandy.

X. CALAIS.

Description
of *Calais*.

CALAIS is a sea-port town of the province of *Picardy* in *France*, and capital of the *Pais reconquis*.

reconquis, situated on the coast of the *English* channel, in east long. 2° , lat. $51^{\circ} 22'$, twenty-two miles south-east of *Dover*, and 140 north of *Paris*. This town is built in the form of a triangle, one side of which is towards the sea, and the other two look towards the large plains and ditches that surround them. It is exceedingly well fortified with nine royal bastions, besides those of the citadel. As it is the frontier of *France* towards *England*, no art has been spared to make it strong. The citadel which commands both the town and country is as large as the town, and has only one gate by the bridge of *St. Agatha*; it is encompassed with large deep ditches which are filled with sea-water. Notwithstanding all these fortifications, its principal strength consists in its situation among the marshes; by which means the neighbouring country may be overflowed upon the approach of an enemy. It was anciently a good harbour, but is so choaked up at present, that it will not admit of vessels of burthen; tho' the late *French* king had ordered wooden peer-heads to be carried out near half an *English* mile into the sea, to gain a depth of water. It is divided into two parts, one called the *Cade-gray*, and the other, which is the largest, is inclosed with two moles built of stone; they are both defended with a fort called the *Risban*, to secure them from the approach of an enemy. The port is very happily situated, yet it has several inconveniencies; for no vessel can enter into it, without running a great danger, whether it comes along the east, or along the west mole. Besides, there is here no road for the ships to ride at anchor.

The town is small and consists only of eight streets, that run from the market-place. But as this is the thoroughfare of the *English* in time of peace to *France* and *Flanders*, the place is pretty

populous. The streets are well built and straight, and the inns very good. The people of the town have a brisk trade, and are vastly obliging to strangers. There are some convents here, and but one parish church, the altar of which is all wrought marble, and its dome magnificent; the inhabitants are computed at 4000. This place was taken by *Edward III.* king of *England*, in 1347, and retaken by the *French* in the reign of queen *Mary*, anno 1557. The canal of *Calais* is a work very useful to the inhabitants, as it affords them a passage by water to *St. Omer*, *Gravelines*, *Dunkirk*, *Bergues*, and *Ipres*. The packet-boat sails regularly twice a week from *Dover* to *Calais*, and back again. But concerning this passage, see the fourth volume of this work, where we make the tour of *France*.

Road to
Bergues.

From *Calais* to *Bergues* a person may go either by the way of *Dunkirk* back again, and so from *Dunkirk* with the coach to *Bergues*; or else he may take coach directly for *Bergues*, and leave *Dunkirk* on the left. The road from *Dunkirk* to *Ipres*, which is about thirty miles, is very pleasant, the country being every where planted with trees.

XI. B E R G U E S.

Description
of *Bergues*.

BERGUES, or *Winoxberg*, is a small town about six miles to the southward of *Dunkirk*, and the capital of a large fruitful territory or chatellany. It takes its name from *St. Winox*, an *Englishman*, who built a monastery here in 680. The *French* have added several new works to the fortifications of this place since the demolition of *Dunkirk*.

Dunkirk, so that it is now become a strong town. It is but indifferently built, and the streets are very irregular. Here are seven churches, and a college of Jesuits. At three miles distance from the town stands a fort, called fort *St. Francis*. They have a manufactory of woollen cloth at *Bergues*, the trade of which seems to be upon the decline.

XII. I P R E S.

IPRES is a city of the *Austrian Netherlands*, Situation of *Ipres*. in the province of *Flanders*, in east long. $2^{\circ} 46'$, lat. $50^{\circ} 54'$, situated in a flat country on the river *Ypre*, about ten miles to the westward of *Menin*, and eighteen to the northward of *Lisse*. It Fortifications. is a large town and very regularly fortified, having the advantage of sluices, by which the neighbouring country can be laid under water, so that it is reckoned one of the strongest places in *Europe*. The streets are generally broad and well paved; the market-place is the largest in *Flanders*, and surrounded with a piazza; but the houses are generally of timber. The cathedral is a noble Gothic Church, dedicated to *St. Martin*. The side altars of this church are all encompassed with pillars of brass. The choir is very noble, and the painting through the whole exceeding good. There are six other large parish churches, with a great number of convents of all orders. The Jesuits have a good college here, and a very handsome church. On the altar of the chapel there is a picture of our Saviour's resurrection, admirably well done.

The town-house, which was built for the *Eng- Stadthouse*, *lish*, and was their staple-hall for wool, is of free-stone,

Trade.

stone, 600 feet in front, and since adorned with the statues of the dukes of *Brabant* and earls of *Flanders*. It has a very handsome tower, in which they keep the archives of the town. In the market-place or square there is a fine fountain, erected by *Lewis XIV.* They had a good trade here formerly in cloth and serges, till the duke of *Alva* drove the weavers into *England*; they have still a pretty good trade in the silk and woollen manufactures, but especially in linen, which they send to *Holland* to be bleached, and from thence to foreign markets, where it is called *Holland*.

Sieges.

This city was erected into a bishop's see in 1559, and the prelate is suffragan to the archbishop of *Mechlin*. The famous *Jansenius*, so well known for his opinions in relation to grace and free-will, was bishop of this place. *Ipres* has sustained several remarkable sieges. In 1577 it declared with the rest of the country against the *Spaniards*. In 1648, the prince of *Condé* took it for the *French* king, but it was retaken the next year by the archduke *Leopold*, governor of the *Low Countries*. In 1658, it was taken by marshal *Turenne*, and restored to *Spain* by the treaty of the *Pyrenees*. In 1678 *Lewis XIV.* took it in person, and added it to his dominions. By the treaty of *Utrecht* it was ceded to the house of *Austria* as one of the *Dutch* barriers, in whose possession it remained till 1744, when the *French* laid siege to it, and took it in a few days; but they have restored it since in virtue of the last treaty of *Aix-la-Chapelle*. The country round about *Ipres*, called the castellany, or castleward, and containing about thirty villages, depends upon the government of the town, and sends deputies to the states of *Flanders*.

From *Ipres* there are coaches that go every day to *Menin*, *Dixmunde*, and other neighbouring towns.

XIII. MENIN.

MENIN is a town of the *Austrian Netherlands*, in the province of *Flanders*, in east long. $3^{\circ} 8'$, lat. $50^{\circ} 50'$, five miles south of *Courtray*, and eight north of *Lisle*. It is situated on the river *Lys*, and is but a small place, consisting only of one street. However it is pretty well built, and has some trade in woollen stuffs, and in pale beer, for which they are famous. In the neighbouring meadows they bleach linen cloth. *Menin* is exceedingly well fortified, being looked upon as one of the master-pieces of the famous engineer *Vauban*. It was taken by the duke of *Marlborough* in 1706, after eighteen days open trenches, and by the treaty of *Utrecht* it was ceded to the house of *Austria* as part of the *Dutch* barrier. In 1744 it was besieged by the *French*, and taken surprisingly after four days open trenches, but restored again by the treaty of *Aix-la-Chapelle*.

Description
of *Menin*.

XIV. COURTRAY.

COURTRAY is a town of the *Austrian Netherlands*, in the province of *Flanders*, in east long. $3^{\circ} 10'$, lat. $50^{\circ} 48'$, twenty-three miles south-west of *Ghent*, fifteen east of *Ipres*, and fifteen also from *Lisle*, *Tournay*, and *Oudenarde*. It is a populous town, situated on the river *Lys*, with four gates and as many principal streets, which center in the market-place. The streets are pretty regular, and the market-place is handsome and spacious. They have a woollen and a linen manufacture here that are in a flourishing condition; and they make the finest table linen in *Europe*.

Description
of *Courtray*.

The GRAND TOUR.

They have several religious houses, and the principal church founded by *Baldwin* emperor of *Constantinople*, is very well endowed. The town is strong both by art and nature, having two double ditches, a stone wall, and a citadel, and yet it surrendered to the *French* in 1745, without waiting to be besieged. The castellany or country depending upon *Courtray*, consists of sixteen towns or villages, governed by a grand bailiff, who generally holds his courts at a little town called *Harlebeck*, about two miles below it.

From *Courtray* there are coaches that go every day to *Oudenarde*, and to all the neighbouring cities.

XV. O U D E N A R D E.

Description
of *Oudenarde*.

OUDENARDE is a town of the *Austrian Netherlands*, in the province of *Flanders*, in east long. $3^{\circ} 30'$, lat. $50^{\circ} 54'$, fifteen miles south of *Ghent*, and eighteen from *Tournay*. It is a large well fortified town, situated on the river *Scheld*, which divides it into two parts. It is almost encompassed by meadows, only there is a hill which commands it on the south side. The buildings are pretty good, and the streets wide and handsome. The market-place is adorned with a beautiful town-house, and a fine large fountain. There are several good churches and monasteries which are worth seeing. The town has a very flourishing trade in fine linen and tapestry, and is the capital of a castellany, which contains thirty-three villages. The *French* laid siege to it in 1708, which brought on an obstinate engagement, wherein they were defeated by the allies under the command of the duke of *Marlbrough*. It was besieged by the *French* again

again in 1744, and taken in a few days, but they restored it again at the last general peace.

Coaches set out every day from this city to *Ninove* and *Brussels*.

C H A P. XIV.

Journey from Brussels to Lille and Arras.

English miles from one place to another.	BRUSSELS	English miles from Brussels.
	13 Ninove	
	5 Grammont	
	5 Lessines	
	5 ATH	
	12 TOURNAY	
	15 LISLE	
	12 Lens	
	12 DOWAY	
	12 ARRAS	

Remarkable places in this Journey.

I. N I N O V E.

NINOVE is a town of the *Austrian Netherlands*, in the province of *Flanders*, in east long. *Ninove.*
 $3^{\circ} 50'$, lat. $50^{\circ} 55'$, seven miles south of *Alost*, and thirteen west of *Brussels*. It is a small place situated on the river *Dender*, and has a castle indifferently fortified. There is here but one parochial church, an abbey of *Norbertine* monks, the church of which was rebuilt in 1718, and two nunneries.

II. G R A M M O N T.

GRAMMONT, in *Latin* *Gerardi Mons*, is a *Grammont.*
 town of the *Austrian Netherlands*, in the province

The GRAND TOUR.

vince of *Flanders*, in east long. $3^{\circ} 50'$ lat. $50^{\circ} 55'$, situated on the river *Dender*, between *Ath* and *Aloth*, seventeen miles south-east of *Ghent*, and about eighteen west of *Brussels*. It is remarkable for a fine abbey that stands on an eminence, which affords a delightful prospect of the neighbouring country.

III. LESSINES.

Leffines.

LESSINES is a little walled town of the *Austrian Netherlands*, in the province of *Hainault*, in east long. $3^{\circ} 45'$, lat. $50^{\circ} 53'$. It is situated in a beautiful plain on the river *Dender*, four miles to the northward of *Ath*, and fourteen north of *Mons*. It has but one parish, an hospital, a convent of *Dominican* friars, and a nunnery. This place is famous for its linen manufactory.

IV. ATH.

Description
of *Ath*.

ATH, or *Aeth*, is a town in the *Austrian Netherlands*, in the province of *Hainault*, in east long. $3^{\circ} 40'$, lat. $50^{\circ} 45'$, situated on the river *Dender*, twelve miles north-west of *Mons*, and twenty-three south-west of *Brussels*. This is a small town consisting only of one parish, but capital of a district called *Burbant*, and extremely well fortified. It is entirely covered by the fortifications and by the trees on the ramparts, inso-much that nothing can be discerned from without but the steeple. The town-house is a pretty good building, as would the castle, where the governor lodges, if it were finished. The parochial church, dedicated to St. *Julian*, is not very large: the rails of the choir, and of the chapels round this church, are

are all of brass. There is a college here of secular priests, and several convents of men and women. They have a pretty good trade in the linen manufactory. It was taken by the *French* in 1667, and restored to the *Spaniards* by the treaty of *Nimeguen*. The *French* took it again 1697, but returned it by the treaty of *Ryswick*. They took it a third time in 1745 after a very short defence, but restored it again at the last general peace.

V. T O U R N A Y.

TOURNAY is a city of the *Austrian Nether-* Tournay.
lands, in the province of *Flanders*, in east long.
 3° 30', lat. 50° 37', fifteen miles east of *Lisle*,
 twenty-one west of *Mons*, thirty south of *Ghent*,
 and as many north of *Cambray*. It is a large ele-
 gant town, situated on the river *Scheld*, which runs
 through it, over which there are several bridges,
 and the keys are planted with trees, as in *Holland*.
 Its situation is very beautiful, being surrounded by Situation of
 pleasant fruitful meadows. It is very populous, Tournay.
 and consists of seventeen parishes. Here are seven
 beautiful gates, over one of which was a fine sta-
 tue of *Lewis XIV.* which now adorns the gardens
 of *Blenheim-house* in *England*. Every body allows Antiquity.
 it to be an ancient place, yet the time of its foun-
 dation is very uncertain. Some say it was built
 600 years before the birth of *Christ*; however,
Julius Cæsar makes mention of it in his commen-
 taries. There is in the market-place an old build-
 ing, said to be of *Roman* architecture, and fre-
 quently called *Julius Cæsar's* palace. It was taken Sieges.
 from the *French* by king *Henry VIII.* in 1513,
 who built the old citadel, but restored it to the
French for a valuable consideration in 1518. The
Spaniards took it from them in 1521, and possessed

Fortifications.

it till 1667, when it was surprized by the *French*, who made it afterwards prodigiously strong. The famous engineer *Vauban* built a citadel here, which he called his master-piece. It is flanked with five royal bastions, covered with two ravelins, flanked by two half-moons, and all undermined. The allies under the command of the duke of *Marlbrough* laid siege to it in 1709, and took it after a very obstinate defence, and a great loss of men, owing principally to the multitude of mines that were blown up. By the treaty of *Utrecht* it was made one of the towns of the *Dutch* barrier, who kept possession of it till 1745, when the *French* laid siege to it in the beginning of the campaign under the command of marshal *Saxe*. His royal highness the duke of *Cumberland* marched directly with the allied army to raise the siege; this drew on the fatal battle of *Fontenoy*, and was followed soon after with the surrender of the town and citadel, which were restored again to the *Dutch* at the last general peace.

Buildings.

Tournay is the capital of a small territory, called the *Tournesis*, and a bishop's see subject to the archbishop of *Cambray*. The cathedral church of our Lady is an old *Gothic* building, built by *Chilperic* king of *France*, with four steeples, and adorned with many beautiful chapels and magnificent tombs both in marble and brass, and some good paintings. The church of *St. Martin* is worth the curiosity of a stranger; as also the church of the *Croiseurs*, whose marble pillars and altar-piece are much admired. Here they have a picture of the crowning of our Saviour, done by the famous *Rubens*, which is reckoned of inestimable value; and another picture of the Nativity done by the same hand. There is a large number of religious houses for men and women, as in the other cities of *Flanders*. They

reckon seventy trades with their deacons in this city, who are under the direction of the magistrates. Their trade at present lies chiefly in the linen manufacture; but formerly they dealt considerably in the woollen way.

From *Tournay* coaches set out every day to *Lisle*, *Doway*, *Aire*, *St. Venant*, *Condé*, *Valenciennes*, and other neighbouring cities.

VI: L I S L E.

LISLE, or *Ryssel*, is the capital of *French Flanders*, situated on the river *Deule*, in east long. Situation.
 3° , lat. $50^{\circ} 42'$, twenty-five miles north of *Arras*,
 and fifteen west of *Tournay*. It is a large populous city, called the *Island*, from its being situated in a kind of lake, the waters of which are now drained off. Others say it is called the *Island*, because the little rivers that run through it, seem to make an isle. There are few cities in *Europe* that surpass this for its situation, for the regularity of its streets, and for its fortifications, insomuch that it is generally called the *Little Paris*. Buildings.
 The market-place, from whence all the great streets run, is divided into two by a fine exchange built after the manner of that of *London*, with four gates, from which you go into the market-place. The street called *La Rue Royale*, is one of the longest, straightest, and most uniform in *Europe*, extending from the market-place to the citadel, near an *English* mile. There are several squares environed with handsome houses, especially that of the mint.

The principal church of this town is dedicated Churches.
 to *St. Stephen*. That of *St. Peter* has a very noble chapter, founded in 1055 by *Balwin V.* earl of
O 6
Flanders.

The GRAND TOUR.

Flanders. We find by the titles of the foundation of this church, that *Lisle* was at that time called *Isla*, and not *Insula*. The choir of this church is very fine : in the middle of it you see the tomb of its founder, and in the chapel of *Notre Dame de la Trielle*, that of *Lewis* earl of *Flanders*, remarkable for several brass statues of divers princes of this family. The church of *St. Catherine* is worth seeing ; the tabernacle and the font being esteemed by the curious. The college of *St. Maurice* is considerable for its structure, for the magnificence of the great altar, and its fine marble pulpit. The paintings of the chapel of *St. Druon* are the finest in the town. There are several other churches and convents that are worth seeing. They reckon fifty churches in all, and a magnificent hospital.

Sieges.

This city was taken from the *Spaniards* by the *French*, who built the citadel, and enlarged the city as well as the fortifications, making it the center of the *Flemish* trade. It was taken by the allies under the command of the duke of *Marborough*, after a siege of three months open trenches, but was restored again to the *French* by the treaty of *Utrecht*, in consideration of their demolishing the fortifications and harbour of *Dunkirk*. *Lisle* has two citadels to defend it ; the first is an irregular pentagon, made by marshal *Vauban*, and looked upon as a master piece of military architecture. The trade of this place is very considerable, which consists chiefly in their silk and linen manufactures. They are also famous for their camblets, the trade in which as well as in their other manufactures, gives this city a face of business.

Fortifications.

Trade.

Stage-coach to Paris.

From *Lisle* there are coaches that go to most of the neighbouring towns in *Flanders*. There is also a stage-coach that goes to *Paris*, and sets out from the *Rue Royale* on *Mondays* and *Thursdays*. Every

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Every passenger pays twenty-five livres to *Paris*, and three sous a pound for his baggage.

VII. L E N S.

LENS is a small town of the *French Nether-Lens.*
lands, in the province of *Artois*, in east long. $2^{\circ} 45'$, lat. $50^{\circ} 26'$. It is situated on the little river of *Souchters*, eight miles north of *Arras*, and twelve from *Doway*. The collegiate church was founded in 1070. The prince of *Condé* obtained a victory here over the archduke in 1648, and the town was yielded to the *French* by the *Pyrenean* treaty. It was formerly well fortified, but has been since dismantled.

VIII. D O W A Y.

DOWAY is a city of the *French Netherlands*, Situation,
in the province of *Flanders*, in east long. 3° ,
lat. $50^{\circ} 25'$, twelve miles south of *Lille*. It is situ-
ated on the river *Scarpe*, in a very fertile and plea-
sant country. The town is large and populous, Fortifica-
and exceedingly well fortified. You enter it by tions.
six gates, and the streets from each of these gates
lead to the market-place. Here is a venerable old
town-house, adorned with the statues of the earls
of *Flanders*, in which the magistrates assemble, and
are renewed every thirteen months. Here also are
held several country courts for the dependencies of
Doway, which contain about thirty villages. The
parliament of *Doway* was at first only a supreme
council, established at *Tournay* in 1668, and erect-
ed into a parliament in 1686. But *Tournay* being
taken by the allies in 1709, the parliament was
removed to *Cambray*; and upon the yielding of
6 *Tournay*

The GRAND TOUR.

Tournay to the *Austrians* by the treaty of *Utrecht*, the parliament was removed to *Doway*, where it still continues.

University.

This city was erected into an university like that of *Lovain*, by *Philip II.* because of its being in the middle of so many great cities, and *Lovain* at so great a distance, that the children on that side of the country were generally sent for their education into *France*. It contains fourteen colleges, all governed and settled after the manner of those at *Levain*; and the schools of philosophy, canon and civil law, and physic, are disposed also after the same manner, only the rector here is chosen annually. There is a considerable seminary here of *English Roman catholics*, founded by *Philip II.* of *Spain*, about the year 1569. There is also a great number of convents, and among the rest two *English*, one of *Franciscan* friars, the other of *Benedictine* monks.

English colleges.

Sieges.

Doway was taken from the *Spaniards* by the *French* king in person in 1667, after a short resistance. That prince made it very strong, and built a fort about a cannon-shot below it upon the *Scarp*, with sluices, by which the adjacent country could be drowned. The allies laid siege to it in 1710, under the command of the duke of *Marlborough*; and after a vigorous defence, the town and *Fort-Scarp* surrendered upon honourable terms. It was retaken by the *French* in 1712, after the suspension of arms between *Great Britain* and *France*.

IX. A R R A S.

Arras.

ARRAS is the capital of *Artois*, a province of *French Flanders*, in east long. $2^{\circ} 50'$, lat. $50^{\circ} 20'$, twelve miles south-west of *Doway*, twenty

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north of *Cambray*, and twenty-five south-west of *Lisle*. This is one of the most ancient cities of the *Low Countries*, being the *Roman Atrebatum*, and the chief town of the *Atrebates* in the days of *Cæsar*. It is a large populous town, situated on the river *Scarpe*, and, like *Mons*, upon a hill. It is divided into two parts, one of which is called the town, and is the biggest; and the other the city. They have a strong wall with a large ditch, which is filled with water by the little river *Crinchon*, which at a small distance from thence falls into the *Scarpe*. They are both of them very well fortified, being environed with high ramparts, and with two large ditches, which in several places are cut through a rock. The citadel is a regular fortification, and has five strong bastions. These fortifications were all repaired by the celebrated *Vauban*. The town is generally well built, the streets broad, and the market-places spacious. The great market-place is very long, and the houses round it are piazza'd like those in *Covent-Garden*. In the little market place adjoining stands the town-house, a magnificent building, with a belfrey, on the top of which is a brazen lion gilt, for a weather-cock. The churches and chapels belonging to this city are above a hundred, and some of them worth seeing, especially that of the bare-footed *Carmelites*.

Situation.

Fortifications.

Buildings.

Churches.

This city is a bishop's see, and the bishop, who is spiritual and temporal lord of the town, presides in the assembly of the states of *Artois*. The cathedral is in that part called the city. It is an old Gothic building dedicated to our Lady, built by *St. Diogenes*, and repaired by *St. Vedast*. On the steeple there is a clock like that of *Cambray*, with little brass statues that strike the bell every hour. The church is adorned with chapels and altars of marble and brass, and fine sculpture and painting,

too

Abbey of St.
Vedaft.

too tedious to give the particulars. Here they keep in a silver case enriched with pearls and diamonds, a kind of manna that looks like wool, which they say fell from heaven in 371 in the time of a great drought; and now it is carried about in procession when they want rain. But the greatest beauty of *Arras* is the royal abbey of St. *Vedaft*, of the order of St. *Benedict*, whose revenue amounts to 20,000 crowns a year. This abbey is truly a royal palace; and the church is one of the finest in the *Low Countries*, whether for the beautiful seats of the monks, the pictures on the altars, and the noble cupola on the top, or for the fine tombs of kings and princes buried here. Among the other monuments there is that of *Theodoric*, or *Thierry*, one of the first kings of *France*, who died in 690. The pulpit of this church is a very curious piece, being a tree of brass supported by two bears of the same metal.

Sieges.

Lewis XI. took this town in 1427, and the emperor *Maximilian* retook it in 1493. It was reckoned so strong while in possession of the house of *Austria*, that they put an inscription over one of the gates, importing, that the *French* shall never take *Arras*, till the mice devour the cats. They took it, however, after seven weeks siege in 1640, and have ever since kept possession of it. This inscription is as follows: *Quand les François prendront Arras, Les souris mangeront les chats.* But now the *p* is struck out of *prendront*. The inhabitants of the town carry on a pretty good trade, having both linen and woollen manufactures; but they are famous chiefly for their tapestry, which art was invented here, and from this town first obtained the name of *Arras*.

Trade.

Stage-coaches.

From *Arras* there are coaches that go to *Doway*, *Cambray*, *Lisle*, *St. Omer*, and *Paris*. As the city

of *Arras* is the thorough-fare from *Paris* to *Lisle*, we shall give in our fourth volume the route from *Arras* to *Paris*.

X. Of some other towns in French Flanders.

BEFORE we take our leave of *French Flanders*, it will not be amiss to make an excursion to some other towns, which are not a great deal out of the way. These are *Aire*, *St. Omer*, and *Bethune*, in the province of *Artois*; and *Maubeuge*, *Landrecy*, *Quesnoy*, in the province of *Hainault*.

Aire is a town in the *French Netherlands*, in the province of *Artois*, in east long. $2^{\circ} 30'$, lat. $50^{\circ} 40'$, twenty-five miles west of *Lisle*, twenty-five north-west of *Arras*, twenty-five south of *Dunkirk*, and thirty south-east of *Calais*. It is a small but well fortified town, situated on the river *Lys*, flanked with eight bastions, and covered by fort *St. Francis*, which has five bastions more. There are some handsome squares here, and the streets in general are tolerably large. The great church was very magnificent, before the siege in 1710, when it was damaged by the bombs. Among the several convents for men and women, there is an *English* nunnery called the *Poor Clares*. The *Jesuits* church is a handsome structure, and worth seeing. The *French* took possession of this place in 1676, and held it till the year 1710, when it was taken from them by the allies under the command of the duke of *Marlborough*, but yielded to them again by the treaty of *Utrecht*. There is a treck-scoot that goes from hence to *St. Omers* in two hours.

St.

St. Omers.

St. Omers is a city of the *French Netherlands*, in the province of *Artois*, in east long. $2^{\circ} 20'$, lat. $50^{\circ} 45'$, situated on the river *Aa*, twenty miles south of *Dunkirk*, and eighteen south-east of *Calais*. It is a large populous town, and very strong both by nature and art; for it stands in a marshy ground, and by its sluices, of which they reckon a thousand in town and country, they may lay the adjacent country for two leagues under water. The streets are spacious and long, and contain some handsome houses. The cathedral is an old *Gothic* building, but a very beautiful one of the kind. Among the religious houses, which are numerous in this city, that of the *English* Jesuits is a very handsome structure. It consists of two large squares, and is equal to any of the colleges at *Oxford*. But the great beauty of *St. Omer* is the magnificent abbey of *St. Bertin*, which is a fine piece of architecture. The church is very beautiful, and has a large tower or steeple, from the top of which in a clear day, one may see the coast of *England*. There are seventy-nine villages depending on *St. Omer*, which are governed by a head-bailiff, who holds his court for trying causes twice a week. Near the town there is a spacious lake full of floating islands, which in summer afford a delicious prospect. The suburb called *haut pont*, or *high bridge*, contains about 300 houses inhabited by *Flemish* families, who have kept their ancient language. This town was taken from the *Spaniards* by the *French* in 1677, and confirmed to them by the treaty of *Nimeguen*. It was made a bishop's see in 1559, and the bishop is suffragan to the archbishop of *Cambray*. They have a pretty good trade by a navigable canal cut from hence to *Graveline*, whereby there is a communication open with the sea.

Bethune.

Bethune is a town of *Artois*, in the *French Netherlands*, in east long. $2^{\circ} 35'$, lat. $50^{\circ} 32'$, this

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teen miles north of *Arras*, twelve south-east of *Aire*, and seventeen north-west of *Duway*. It is a small neat town, situated on the river *Biette*, and famous for its fortifications, which are the work of the great engineer *Vauban*. It was taken from the *Spaniards* by the *French* in 1645, who held it till it was taken from them by the allies in 1710, but they recovered it again by the treaty of *Utrecht*. The town has a pretty good trade, and is remarkable for the excellent cheese made in that neighbourhood.

Maubeuge is a fortified town of the *French Netherlands*, in the province of *Hainault*, in east long. $3^{\circ} 50'$, lat. $50^{\circ} 20'$. It is situated on the river *Sambre*, eleven miles south of *Mons*. It was yielded together with its dependencies, which consist of seventy-one villages, to the *French* by the treaty of *Nimeguen*. There is a chapter of canonessees in this town like those of *Mons*.

Landrecy is a town of the *French Netherlands*, *Landrecy*, in the province of *Hainault*, in east long. $3^{\circ} 25'$, lat. $50^{\circ} 5'$. It is situated on the river *Sambre*, eighteen miles east of *Cambray*, seventeen south-east of *Valenciennes*, and fifteen north-west of *Maubeuge*. This place is strongly fortified by five bastions raised by the chevalier *de Ville*, and improved by marshal *Vauban*. Prince *Eugene* besieged this town in 1712, after the *English* forces had separated from the allied army; but marshal *Villars*, having defeated a part of his forces at *Denain*, and taken possession of his magazines, he was obliged to raise the siege.

Quesnoy is a little town of the *French Netherlands*, *Quesnoy*, in the province of *Hainault*, in east long. $3^{\circ} 35'$, lat. $50^{\circ} 20'$, seven miles south-east of *Valenciennes*, and twelve west of *Mons*. This town is situated on the river *Rouelle*, and exceedingly well fortified. It was taken by the allies in 1712, but retaken

The GRAND TOUR.

retaken by the *French* the same year after the separation of the *English* forces from the confederates. It has a pretty good trade for its manufactures of linens and stuffs.

C H A P. XV.

Journey from Brussels to Namur and Luxemburg:

English miles from one place to another.		BRUSSELS	
	14	NIVELLE	14
	5	GENAP	19
	10	GEMBOURS	29
	10	NAMUR	39
	12	CHINEY	51
	10	ROCHFORT	61
	12	St. HUBERT	73
	12	NEUFCHATEL	85
	14	ARLON	99
	12	LUXEMBURG	111
			English miles from Brussels.

Remarkable places in this Journey.

I. N I V E L L E.

Nivelle.

NIVELLE is a town of the *Austrian Netherlands*, and province of *Brabant*, in east long. $4^{\circ} 16'$, lat. $50^{\circ} 40'$. This is a pretty considerable place, having five parochial churches, and two collegiate ones; there are also several convents of both sexes, and a Jesuits college. But this town is chiefly remarkable for the chapter of canons, who must all be the daughters of noblemen. The abbess is stiled princess of *Nivelle*; she is spiritual

ritual and temporal lady of the city, and of its district, and had formerly the right of coinage. There are seventeen villages within the district of this city. The town enjoys large privileges, and is famous for its manufacture of fine linen equal to that of *Cambray*. About five miles to the south of *Nivelle*, stands the village of *Senef*, famous for a battle fought here in 1674, between the prince of *Condé* and the prince of *Orange*, wherein both sides claimed the victory.

II. GENAP.

GENAP is a small town of the *Austrian Netherlands*, in the province of *Brabant*, situated on the river *Dyle*, in a very agreeable hunting country. It has twenty-six villages within its district, but nothing in itself remarkable.

III. GEMBLOURS.

GEMBLOURS is a town of the *Austrian Netherlands*, in the province of *Brabant*, in east long. $4^{\circ} 30'$, lat $50^{\circ} 30'$, ten miles north-west of *Namur*, twenty-nine south-west of *Brussels*, and nineteen to the southward of *Lovain*. It is a small town situated on a steep hill, surrounded on every part with precipices, except towards the east, on which side a hill hangs over it. This place has nothing in it remarkable but a monastery dedicated to St. *Benedict*, the abbot of which is lord of the town, and takes the first place in the assembly of the states of the province. Nor far from hence is the village of *Ramelies*, famous for the victory obtained over the *French* by the confederates under the command of the duke of *Marlborough* in 1706.

IV.

IV. NAMUR.

Description
of *Namur*.

NAMUR, in *Latin* *Namurcum*, is the capital of the province of *Namur*, in east long. $4^{\circ} 50'$, lat. $50^{\circ} 30'$, situated at the conflux of the *Sambre* and the *Maese*, thirty miles to the eastward of *Mons*, and thirty-five south-east of *Brussels*. It is pretended that this city took its name from an ancient idol called *Nam*, by which the inhabitants meant *Neptune*, and which was kept till lately in the cavity of a pillar; and that *St. Maternus*, a disciple of *St. Peter*, and the apostle of this province, silenced this idol; whence the town was called *Nam mutum*, *Dumb Nam*, which name, in process of time, was changed into *Namurcum*. It lies in a bottom between two hills, and the greatest part of it on the north side of the *Sambre*. On the other side there is a steep mountain, on which the castle is built. The town is extremely well fortified, and the castle or citadel is not only a magnificent structure, but is moreover esteemed one of the best fortresses in *Europe*. The rock on which it stands is vastly steep, and the approaches to it are fortified with the greatest care; on the top of the rock there are several good springs of water.

Situation.

Fortifications.

Bishopric.

Churches.

This city was erected into a bishopric in 1559, and made suffragan to the archbishop of *Cambray*. The cathedral, dedicated to *St. Alban*, is but a very indifferent structure. Here is also a collegiate church dedicated to our Lady, four parish churches, six convents for men, and seven for women. But none of these have any thing extraordinary, except the Jesuits church, which makes amends for the others. This church exceeds that of the Jesuits at *Antwerp*, in the magnitude, structure, and beauty of the stone, being built all of red and black marble,

ble, and supported by wreathed columns of red marble of the *Doric* order, finely veined, and near a hand and a half diameter, with bases and cornices exquisitely wrought. The only place worth mentioning besides, is the court of the sovereign, which is a large beautiful square, and the residence of the governor of the province. The magistracy of *Namur* is renewed every year on *St. Andrew's* day, and consists of a chief mayor, whose office is perpetual, a burgomaster, a deputy mayor, six aldermen, two of whom are noblemen, two lawyers and two burghers of the town, two recorders, and the four wardens of the companies. They have another tribunal which is called the sovereign bailiage, and is composed of six lawyers, who give judgment in feudal cases, and the governor is president. The states of the province assemble in this city, from whom there lies however an appeal to the supreme court at *Mechlin*. This town was taken by the *French* king in person in 1692, and retaken by king *William* in 1695. After the death of *Charles II.* of *Spain*, the *French* seized it with the rest of the *Netherlands*, and kept possession of it till the treaty of *Utrecht*, when the county, town, and castle were yielded to the house of *Austria*, to serve as a barrier to the *Dutch*. It was taken by the *French* under the command of count *Clermont* in 1746, but restored again at the last treaty of *Aix-la-Chapelle*.

Govern^{ment}.

Sieges.

Charleroy.

Fifteen miles west of *Namur*, and twenty-five south of *Brussels*, lies the strong fortress of *Charleroy*, situated in the province of *Namur*, on the river *Sambre*, in east long. $4^{\circ} 20'$, lat. $50^{\circ} 30'$. It is called *Charleroy*, in honour of *Charles II.* king of *Spain*; having been built by the *Spaniards* in 1666, to prevent the incursions of the *French*. It is divided into three quarters called the *high* and *low* town, and that *between* the towns. These separate quarters

The GRAND TOUR.

ters are all strongly fortified, and can hinder the approach of an army by laying the adjacent country under water. There is hardly any thing worth mentioning in this place, except the fortifications, and the Capuchins church in the lower town, which is a pretty good structure and well adorned. The chief commerce of *Charleroy* is in nails, cannon, and other iron work; the middle quarter is full of melting houses, mills, forges, and looks very like *Birmingham* in *England*. This place has been oftentimes taken and retaken, but last of all by the *French* in 1746, who restored it at the last general peace. To the north-east of *Charleroy* stands the abbey of *Fleurus*, or *Fleury*, famous for the battle fought between the *French* and the allies in 1690, to the advantage of the former.

V. CHINERY.

Chincy.

CHINERY is a small town of the *Austrian Netherlands*, in the province of *Luxemburg*, on the confines of the bishoprick of *Liege*, in east long. 5°, lat. 50° 20', twelve miles south-east of *Namur*. This place was first surrounded with walls in 950 by *Arnold* of *Burgundy*, and is the capital of a considerable county. It is situate on the river *Semois*, but contains nothing remarkable. The chief church is dedicated to *St. Walburga*.

VI. ROCHFORD.

Rochfort.

ROCHFORD, so called because it is surrounded with rocks on every side, is a town of the *Austrian Netherlands*, in the dutchy of *Luxemburg*, situated on the borders of the du chy of *Bouillon*.

Bouillon, and of the bishoprick of *Liege*, to which it belongs in spiritual matters. It is an ancient seignory, which has been a long time subject to its own lords, and belongs now to the family of the princes of *Loeuwesthein Wertheim*. There is here a castle, said to have been built by the *Romans*, which *John Ernest*, count of *Loeuwesthein*, and bishop of *Tournay*, rebuilt in an elegant manner. Two leagues from *Rochfort* lies the village of *Avein*, famous for a battle fought here in 1635, between the *French* and *Spaniards*, wherein the latter were entirely defeated.

VII. *St. HUBERT*.

St. Hubert is a town of the *Austrian Netherlands*, *St. Hubert*, in the province of *Luxemburg*, in east long. $5^{\circ} 15'$, lat. $50^{\circ} 5'$, situated on the little river *Homme*, near the borders of the country of *Liege* and the dutchy of *Bouillon*. This town is famous chiefly for an abbey of *Benedictine* monks, the abbot of which takes the title of first peer of the dutchy of *Bouillon*. He is lord of the town, and of eighty villages belonging to its district. The abbey church, dedicated to *St. Peter*, is a very noble building, adorned with a fine frontispice, which was finished in the year 1694.

VIII. *NEUFCHATEL*.

NEUFCHATEL is a small town of the *Austrian Netherlands*, in the province of *Luxemburg*. It is the capital of a lordship, under which there are forty-six villages. There is here a castle, from which this town took its name.

P

IX.

IX. ARLON.

Arlon.

ARLON is a town of the dutchy of *Luxemburg*, in east long. $5^{\circ} 30'$, lat. $49^{\circ} 45'$, situated near the spring head of the river *Semsi*, on an hill, twelve miles from *Luxemburg*. In *Latin* it is called *Ara Luna*, from an altar sacred to the moon, which the ancient inhabitants worshipped. It stands in the earldom of *Chiney*, and was formerly an earldom of itself, but was erected into a marquissate in the year 1102. The chief church is dedicated to *St. Mark*, besides which there is a convent of *Franciscan*, and another of *Carmelite* friars. It was formerly a considerable place, very well peopled; but having suffered very much by the wars, and been dismantled, it is now only a borough.

X. LUXEMBURG.

Description
of *Luxemburg*.

LUXEMBURG is the capital of the dutchy of that name in the *Austrian Netherlands*, in east long. $6^{\circ} 8'$, lat. $49^{\circ} 45'$, situated on the river *Else*, twenty miles south-west of *Triers*, forty-five to the eastward of the river *Maese*, twelve to the westward of the *Moselle*, and one hundred south-east of *Brussels*. The town is small, one half on a hill, and the other on a plain; but it is very strong both by art and nature. It is said to have been built in honour of the sun, from whence it derived its name *Lucisburgum*. It general it is but indifferently built, tho' there are some good stone houses in it. There is nothing remarkable in the churches, except that of the *Jesuits*, which is a handsome building in the modern taste. Near this city are the remains of a magnificent palace, built by *Peter Ernest*, earl of *Mansfield*, governor of this province, with

with fine gardens, fountains, and statues, where the inhabitants take the air in the summer season. This palace was ruined by the *French* in one of their sieges. The *French* took this city from the *Spaniards* in 1684, and made it one of the strongest (if not the very strongest) fortifications in *Europe*; but restored it by the treaty of *Ryswick*. They seized it in 1701 after the death of *Charles II.* king of *Spain*; but yielded it to the house of *Austria* by the treaty of *Utrecht*, in whose possession it still remains.

C H A P. XVI.

Directions to know at what time the post-wagons, draw-boats, passage-vessels, or sailing-boats, and market-boats, set out from Amsterdam to the principal towns in the Low Countries, according to their alphabetical order.

AS the setting out of the sailing boats or passage-vessels depends upon the tide, it will be therefore necessary for a traveller to have some directions to know when it is high or low water in most parts of the *Low Countries*, that he may regulate his time and motions accordingly.

When it is full or new moon, 'tis then high water morning and evening at the following places and hours.

At *Enkhuyzen*, *Urk*, *Embden*, *Groningen*, at the mouths of the *Weser* and the *Elbe*, at twelve o'clock.

At *Hoorn*, *Edam*, *Flushing*, *Tervere*, and *Sluys*, at one.

P 2

Before

The GRAND TOUR.

Before the mouth of the *Maese*, at *Middleburg*, *Biervliet*, at the *Y*, in the *Pampus*, and at *Monikedam*, at two.

At *Amsterdam*, *Rotterdam*, *Catwick*, *Norwick*, *Tergoes*, *Zirickzee*, on the coast of *Portugal*, *Spain*, and the west coast of *Ireland*, at three.

At *Sardam*, and *Bergen-op-Zoom*, at four.

At *Dort*, *Lillo*, *Putten*, *Sparendam*, and *Beverwyck*, at five.

At *Gouda*, the *Texel*, or *Maarsdiep*, *Antwerp*, *Beverwyck*, *Bremen*, and *Hamburg*, at six.

On the *Diemdel*, at the entrance of the *Flie*, and at the canal of *Brussels*, at seven.

In the *Flie*, before the *Sloot* and *Basferode*, at eight.

Before the *Flie*, *Kolhorn*, and along the coast of *Friseland*, at nine.

At *Medenblick*, *Calais*, and *Erstwoud*, at ten.

At *Dunkirk*, *Newport*, and *Delfzyl*, at eleven.

N. B. In the other quarters it is low water at the same places and times ; and every day it is high water three quarters of an hour or forty-eight minutes later.

A.

From Amsterdam to

Abcoude every *Monday* a boat at twelve o'clock, which lies on the inner *Amstel*, by the half-moon bridge. On other days with the boat for *Utrecht*. And on *Sundays* from *Abcoude* to *Amsterdam*.

Aelfmeer, on *Mondays* at twelve o'clock, a vessel that lies at *Overtoon*.

Akerflood, on *Mondays*, *Wednesdays*, and *Fridays*, a sailing-boat ; it lies on the east side of the *Heering-packer-thurm*.

Alkmaar, every day a passage-vessel at nine in the morning ; and on *Mondays*, one at nine, twelve, and two ; and in summer time, two on *Tuesdays*,
Thursdays,

Thursdays, and *Saturdays*, at nine and twelve o'clock. Freight seven stivers and a half.

Alphen, a sailing boat on *Mondays* at twelve o'clock, from the *Rokkin*, on the east side of the long bridge.

Amelant, a sailing boat, on *Mondays* at twelve o'clock; it lies in the *Heering-packery*, by the *Wormer-tower*.

Amersfort, a sailing boat on *Mondays* at twelve o'clock; and every day except *Sunday* another at eight in the morning. In the winter it sets out on *Mondays*, *Tuesdays*, *Thursdays*, and *Saturdays*, at the above-mentioned hours, from before the *Vrouwe-steeg*. If it happens that the water is frozen, a post-waggon sets out with goods and passengers from the *Amersfort* ferry, on the above-mentioned days and hours.

Amsterveen, a sailing boat on *Mondays* at twelve o'clock; this boat lies at *Overtoom*.

Ankeveen, a sailing boat on *Mondays* at twelve o'clock, from the *Rokkin*, or from the inner *Amstel* in the *Bakkerstraat*. And on *Sundays* from *Ankeveen* to *Amsterdam*.

Antwerp, every day a sailing boat from the *Angel* by the *Jaan-Roon-Porte-tooren*. See likewise p. 227.

Arnheim, every *Thursday* a passage-vessel from the *Rokkin* before the *Gapersteeg*. Travellers may likewise go by water to *Utrecht*, and from thence there are waggons that set out every day at six hours for *Arnheim* by the way of *Reenen* and *Wageningen*.

There is also a post-waggon from *Amsterdam* to *Arnheim*, which sets out every day from the *Reguliers Breefstraat*, in summer at six in the morning; and in winter at the opening of the gates. The waggon fare is settled as follows.

The GRAND TOUR.

				Gilders.	Stivers.
<i>Muyden</i>	—	—	—	1	5
<i>Narden</i>	—	—	—	1	10
<i>Amersfort</i>	—	—	—	2	15
<i>Achtevelt</i>	—	—	—	3	10
<i>Lunteren</i>	—	—	—	4	6
<i>Arnheim</i>	—	—	—	5	0

Affendelft, a sailing boat on *Mondays, Tuesdays, and Fridays*; it lies before the *Ramskooy* on the *Meppeler-heyger*.

Avenboorn, a sailing boat on *Thursday* morning, from the *Schagermarkt*; and *Sunday* back again to *Amsterdam*.

B.

From Amsterdam to

Bamburg, a sailing boat on *Monday* at twelve o'clock, from the inner *Amstel*, on the *Bakker-sstraat*.

Balk, a passage vessel in summer commonly in eight or fourteen days; it sets off in the evening from before the *Falkesteeg*. But on *Monday* evening passengers may go with the *Lemmer* boat which takes in goods, and sets off from the canal just by the *Dam*.

Beverwyck, every day a sailing boat at two in the afternoon, from the *Texel* key near the *Haf-selaarsteeg*.

Blockziel, a passage-vessel on *Tuesday* and *Friday* evening, from the *Baafjes steeg* on the canal near the *Papenburg*.

Blomendal, a sailing boat on *Mondays* and *Fridays* at one o'clock, from the *Heeregraft* by the *Blawburgwal*: and likewise with the *Haerlem* treck-scoot. From *Blomendal* the same vessel comes back twice a week to *Amsterdam*.

Bodegraven, a sailing boat on *Mondays* and *Fridays*

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Ba
boat
And

days at twelve o'clock; it lies on the inner *Amstel* near the *Bakkerstraat*.

Boisleduc, every third day a sailing boat from the *Single* by the *Jaen-Roon-poorte-tooren* near the *Bergstraat*.

Bolswart, a passage-vessel every *Tuesday* evening from the canal near the *Dam*; as likewise with the boat from *Worcum*.

Boskoop, every *Monday* a sailing boat at twelve o'clock, from the *Rokkin*, before the *Gapesteeg*.

Breda, every third day a sailing boat, from the *Singel* near the *Bergstraat*.

Bremen, every week, most commonly on *Saturdays*, a passage-vessel; it lies on the *Newburgs-boom*, the other side of the *Texel* key. And from *Bremen* there comes a vessel in like manner every week to *Amsterdam*.

Breukelen, every day a sailing boat at twelve o'clock, and sometimes an extraordinary one at two; it lies on the *Singel* by the *Reguliers tooren*. Besides one may go three times a day with the *Utrecht* sailing boat.

The *Briel*, a sailing boat that lies in the *Haringpakkery*. But goods may be sent to *Rotterdam*, and from thence they may be forwarded with the tide to the *Briel*.

Broek, or *Brook*, in *North Holland*, every day a sailing boat at one o'clock, from the *Texel* key on the *Wyker styger*. One may go also with the boats for *Purmerend*, *Edam*, and *Buikstoot*.

Browershaven, a sailing boat in summer every fourteenth day; it lies on the *Singel*, by the new *Lutheran* church.

Brussels, every week a sailing boat; it lies near the *Jaen-roon poorte-tooren*.

Burg, every *Monday* at twelve o'clock, a sailing boat from the *Rokkin*, from before *Olyslagersteeg*. And on *Sundays* from *Burg* to *Amsterdam*.

The GRAND TOUR.

Buikboot, every hour a ferry-boat, from the opening of the boom till eight in the evening.

C.

From Amsterdam to

Camerick near *Worden*, every *Monday* a sailing boat at twelve o'clock, from the inner *Amstel*.

Campen, every evening a passage vessel, which lies in the *Water* canal between the old bridge and the *Papenbrug*.

Cologne, almost every week a sailing boat. The large vessels lie on the west side of the key of *Gelderland*; the small ones on the *Rokkin* by the *Gapersteeg*. And from *Cologne* a vessel goes back every week to *Wesel*, *Nimeguen*, *Dort*, and *Amsterdam*.

Cuylenburg, every *Monday* in the evening, a sailing boat, from the *Rokkin* before the *Gapersteeg*.

D.

From Amsterdam to

Dam in the province of *Groningen*, a sailing boat in summer time once a week; it sets out in the evening, and lies in the *Water* canal by the *Baaffessteeg*. In like manner a vessel comes from thence to *Amsterdam*.

Delft, every day a draw-boat at one o'clock, from before the white *Kapelsteeg* on the *Rokkin*, and at three from the *Hereberg de Beerebyt* near the *Utrecht* gate. Besides one may go by *Haerlem* and *Leyden*.

Delfts haven with the *Delft* boat; but goods must be franked here to the *Delfts haven* boats that set out from *Delft*.

Delfziel, every week a sailing boat, which sets out in the evening, and lies on the *Water* canal near the *Dam*. In like manner a vessel goes from *Delfziel* every week to *Amsterdam*.

Deventer,

Deventer, every *Tuesday*, *Thursday*, and *Saturday*, early in the morning a sailing boat from the *Water* canal by the old bridge. Likewise every evening at the shutting of the *Boom*, a sailing boat by the way of *Harderwick*, and from thence with the post-waggon to *Deventer*.

Doccum, every week a sailing boat, except in the months of *December*, *January*, and *February*; it lies on the *Water* canal before the *Valkesteeg*, and sets out in the evening at the shutting of the boom.

Dort, every third day a market-boat, from the *Water* canal, near the *Papenbrug*: but the way for passengers is by *Gouda* or *Rotterdam*.

Dusseldorp, every second or third week a vessel from the key of *Gelderland* on the east side, near the little bridge by the *Water* port: and in like manner from *Dusseldorp* to *Amsterdam*. There is also a post-waggon that sets out to *Dusseldorp* once a week by the way of *Nimeguen* and *Wesel*.

E.

From Amsterdam to

Edam, every day a market-boat, at one in the afternoon; it lies on the *Texel* key, before the *Draak*, by the *Wyker steiger*. One may go besides with the boat for *Hoorn* by the way of *Buykshot*; or with the large vessel that lies near the *Haring-pakkers-tooren*, and sails once a day.

Embden, in summer every third day a passage vessel, which lies on the *Water* before the *Sousteeg*; but in *December*, *January*, and *February*, there is no regular passage-vessel. In like manner a vessel sails from *Embden* to *Amsterdam*.

Enkhuyzen, every day a sailing boat at nine in the morning, and in the evening at the shutting of the boom one from the watch-house, the other side of the *New-brugs-boom*.

The GRAND TOUR.

F.

From Amsterdam to

France, the *French* traders lie between the crane and the *Newburgs-boom*, as likewise in the *Rommel* haven.

Franeker, every night a passage-vessel at the shutting of the boom, as likewise to most of the port towns in *Friseland*. The vessel lies on the *Water* near the *Dam*.

G.

From Amsterdam to

Geyn by *Wesop*, every *Monday* at twelve o'clock, a draw-boat from the *Rokkin* by the *Olyslagers steeg*.

Ghent, every week a passage-vessel, from the *Singel* by the *Jaar-roon-poorts tooren*.

Goes in *Zealand*, every week a passage-vessel from the east side of the *Harring-pakkers-toorn*.

Gorcum, every eighth or fourteenth day a sailing boat; it lies on the *Water* between the *Vrouwe* and *Baafjes steeg*, and sometimes by the *Harring-pakkers-toorn*.

Gouda, or *Tergow*, every day two draw-boats from the first of *April* to the last of *September*, at seven in the morning, and eight at night. In *October*, *November*, and *March*, both mornings and evenings at eight o'clock. But in *December*, *January*, and *February*, there is no day boat. The freight nineteen stivers. This boat lies the outside of the *Utrecht* gate, before the *Beerbyl*. It likewise takes in goods for *Dort*, which are to be put into the *Dort* boat at *Gouda*, but the goods must be franked as far as *Gouda*. There is also a market-boat that sets out every *Tuesday* to *Gouda*, and generally others besides almost every day; they lie in the pipe-market, and likewise in the *Harring-pakkery* near the *Y* bridge.

Groningen, every third day a sailing boat, which lies on the *Water* near the *Valke steegje*. H.

H.

From Amsterdam to

Haerlem, every hour a draw-boat, beginning with the opening of the gate till eight at night. Freight six stivers. But a whole boat costs two gilders fourteen stivers in summer, to which must be added a fourth part for the duty called the *Pas-sage-gelt*. There is also a market-boat that goes from *Amsterdam* to *Haerlem* at the shutting of the boom, from the 1st of *April* to the 1st of *October*, at nine o'clock, eleven, and one o'clock. And from the 1st of *October* to the 1st of *April*, at the shutting of the boom, at nine, half an hour after ten, and twelve o'clock. It lies on the *Water*, by the north side of *Papenbrug*.

Hague, every day a post-waggon, from the 26th of *February* to the 29th of *September*, at six in the morning and one in the afternoon, except on *Sundays*, *Easter*, *Whitsuntide*, and *Christmajs*. From the 1st of *October* till the 6th of *November*, at seven in the morning. From the 8th of *November* to the 19th of *January*, at half an hour past seven in the morning. From the 21st of *January* to the 24th of *February*, at seven in the morning. At the time of the great vacancy of the court of *Holland*, from the 30th of *July* to the 1st of *September*, no waggon goes in the morning. If one hires a waggon to himself, he may go at any hour he pleases, and pay for six or less passengers twenty-four gilders eighteen stivers. But if there be more than six passengers, every one must pay the ordinary freight, viz. four gilders and three stivers a-piece, besides the passage-money, which is the fourth part of the freight, and the duties or taxes by the way. If any one chuses to go with this waggon from *Amsterdam* to *Leyden*, or from the *Hague* to *Haerlem*, he must pay three gilders three stivers besides the

The GRAND TOUR.

passage-money. The post waggon sets out from the *New Heere logement* in the *Haerlemmer Dyke*, but the *Post-comptoir* is in the *Singel*. The post-waggon from the *Hague* to *Amsterdam*, is regulated exactly in the same manner.

There is also a draw-boat that goes every day at one in the afternoon from *Amsterdam* to the *Hague*, and sets out from the *Rokkin*. One may likewise go by *Haerlem* and *Leyden*, according to the route given in the beginning of chap. 3. p. 66. and also with the night-boat to *Leyden*, and from thence to the *Hague*.

Hamburg, as also to *Stade*, *Gluckstadt*, and *Altena*, a vessel goes once a week in summer time, and generally on *Saturday* in the evening or on *Sunday* morning, from the *Newbrug-boom* behind the watch-house. And in like manner a vessel from *Hamburg* to *Amsterdam*.

Harderwick, every evening a sailing boat upon the shutting of the boom, from the watch-house on the *Newbrug-boom*.

Haerlingen, every evening a sailing boat upon the shutting of the boom; from the *Newbrug* and from *Haerlingen* a traveller may go through all *Friselands*.

Hasselt, every morning a sailing boat at the shutting of the boom, from the *Water*, the west side of the old bridge. One may go likewise with the vessel to *Zwoll*, and from thence to *Hasselt*.

Hattum, every *Monday* a sailing boat upon the shutting of the boom; it lies on the *Texel* key. One may likewise go with the vessel to *Campea* and *Szwoll*; and in like manner once a week from *Hattum* to *Amsterdam*.

Helvoetsluis and the *Briele*, with the *Rotterdam* passage-boat; it carries goods that have been franked to the *Helvet* or *Briele* boat, which sets out

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out every *Tuesday* with the fall of the water from *Rotterdam* to *Helvoetsluys*, and every day to the *Briele*.

Hoorn, every day a draw-boat, from the first of *April* to the last of *September*, at eight in the morning, and at one and four in the afternoon. From the last of *September* to the first of *April*, at nine in the morning, and at one and three in the afternoon. There is also a night-boat that goes at the shutting of the boom. The freight to be paid in several boats, as from *Amsterdam* to *Buiksloot* two stivers and a half, from *Buiksloot* to *Purmerend* six stivers, from *Purmerend* to *Hoorn* seven stivers; or from *Buiksloot* to *Monikedam* six stivers, from thence to *Edam* two stivers and a half, and from thence to *Hoorn* six stivers. The boat lies at the *Ybrug* near the *Stadts Herberg*. There is also a sailing boat that goes every day to *Hoorn* at nine in the morning, and lies at the new bridge, before the *Kapel-steeg*.

I.

From Amsterdam to

Jelst, or *Drielft*, in *Friseland*, in summer every day a sailing boat, which lies on the *Water*, before the *Valkesteeg*. One may likewise go with the vessel to *Sneek*, which goes through *Jelst* every day, except *Sundays*.

Iselstein, a draw-boat on *Mondays* from the *Rokkin* before the *Wye steeg*, on the east side. One may likewise go with the boat to *Utrecht* and *Jutphaes*, &c.

K. See the letter C.

L.

From Amsterdam to

Leuwarden, a sailing boat twice a week, viz. *Wednesdays* and *Saturdays*, at the shutting of the boom;

The GRAND TOUR.

boom ; it lies on the *Water* by the *Dam*. But the quickest way is to go with the passage-vessels which set out every night at the shutting of the boom to *Haerlingen*, *Worcum*, *Sneek*, or the *Lemmer*, and from any of these places with the draw-boat to *Lewwarden*.

Leyden, every evening a draw-boat at eight o'clock, which sets out from the *Utrecht* gate ; freight thirteen stivers. And in summer, a kind of vessel called *Kaag*, every day at half an hour after nine in the morning. Likewise every day a market-boat, in summer at six in the afternoon, and in winter at half an hour after three ; it sets out from the *Singel* by the *Rasp-houje-steeg*.

The *Lemmer* in *Friseland*, in summer a sailing boat on *Monday* evening at the shutting of the boom, from the *Water* before the *Valkesteegje*. One may likewise go with the *Sneek* ship, which sails every evening at the shutting of the boom, except in *January* and *February*. The passage is but short, for the next morning early with a fair wind you are at the *Lemmer*.

London, every week a sailing boat from the *Singel* on the west side of the *Korfsjesbrug*. In like manner from *London* to *Amsterdam*.

Lubeck, every week a ship which lies in the middle of the *Harring-pakkery*.

M.

From Amsterdam to

Mechlin, every third day a sailing boat, which lies by the *Jaan-Roon-ports-tooren*.

Medenblich, a sailing boat, on *Tuesdays*, *Thursdays*, and *Saturdays*, in the morning, from the stairs on the north side of the new bridge, towards the end of the *Warmoesse straat*. One may likewise go with the boat to *Buykfloot*, and from thence to *Hoorn*, where in summer time when the dyke is tolerable,

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tolerable, there are waggons that set out every morning at six and nine for *Medenblick*.

Meppelen, every *Tuesday* evening a sailing boat at the shutting of the boom, from the *Texel* key, before the *Ramskoy* by the *Sparendam* bridge. One may go also with the vessels bound to *Swoll*, *Hasselt*, *Swartsluys*, and *Blockziel*.

Middleburg, every eighth day a sailing boat from the *Singel* by the *Jaan-roon-ports-tooren* on the north side.

Monikedam, every day a draw-boat. See the article *Horn* in the letter H. Also a market boat every day at two in the afternoon, from the *Water* before the *Karnemelk-steeg*.

Muyden in the way to *Narden*, every day six draw-boats. From the first of *April* to the last of *September*, in the morning at six, eight, and ten; and in the afternoon at two, four, and six. From the first of *October* to the last of *March*, in the morning at seven, nine, and eleven; and in the afternoon at one, three, and five; freight eight stivers. It sets out from the new *Princes-graft* by the great *Scuthuis*. There is also a market-boat that sets out every afternoon at three o'clock from the new bridge. In winter when the canals are frozen, a waggon sets out with passengers for *Muyden*.

N.

From Amsterdam to

Naarden through *Muyden*. See *Muyden* in the letter M.

Nimeguen, every *Thursday* morning a sailing boat from the *Singel* by the new *Lutheran* church. But the best way to *Nimeguen* is to go with the draw-boat to *Utrecht*, and from thence with the waggon to *Nimeguen*. One may likewise go in one day with the *Arnhem* post-waggon.

O.

O.

From Amsterdam to

Oldenburg, generally once a week a sailing boat from the *Ybrug*. In like manner one from *Oldenburg* to *Amsterdam*.

Ooftzanen, *Ooftzander*, *Overtoom*, and *Cadoelle*, a draw-boat on *Mondays*, *Wednesdays*, and *Fridays*; and in summer two or three times almost every day, but commonly in the afternoon at two and four o'clock. It sets out from the end of the *Singel* beyond the *Harring-pakkers-tooren*.

Overtorn, every day a boat at twelve o'clock, from the *Rokkin*; as also several from the outside of the gate of *Leyden*.

P.

From Amsterdam to

Purmerend, see the article *Hoorn* in the letter *H*, concerning the draw-boats to this place. There is also a market-boat that sets out every day at two o'clock from the *Water* before the *Kainemelksteeg*.

Purmer and *Purmerland*, a sailing boat on *Mondays*, *Wednesdays*, and *Fridays*, from the *Water* by the new bridge.

R.

From Amsterdam to

Rcen in the bishoprick of *Munster*, every fourteenth day a passage-vessel from the new *Stad* *Herbergbrug*.

Reenen in the province of *Utrecht*, every *Monday* at two in the afternoon, a sailing boat from the *Rokkin* by the change; but generally from the *Water* before the *Mandemaker steeg*. One may go likewise by the way of *Utrecht*, and from *Utrecht* with the waggon to *Reenen*.

Rotter

Rotterdam, every day a boat at twelve precisely, from the *Rokkin* near the *Hague* post-house; and at one from the *Utrecht* gate by the *Beerebyl*. There is also a vessel that goes every third day from the *Water* by the south side of the *Papenbrug*. But the shortest and best way is with the boat to *Gouda*, and from thence with the post-waggon to *Rotterdam*. See *Gouda* in letter G. One may likewise go by the way of *Haerlem*, *Leyden*, and *Delft*, which is the pleasantest way. See the route in the beginning of the third chapter of this book, p. 66. N. B. In winter when the canals are frozen, a post-waggon sets out for *Rotterdam* every morning at eight from the *Reguliers Bree-straat*, at the sign of the *Golden Waggon*.

S.

From Amsterdam to

Sardam, from the 1st of *April* to the 1st of *October*, every hour a boat at the opening of the boom till six in the evening; and from the 1st of *October* to the 1st of *April*, till four in the afternoon. It lies at the new *Haerlemer sluis*, by the *Harring-pakkers-tooren*.

Schagen, a sailing boat on *Mondays*, *Wednesdays*, and *Fridays*, from the east side of the *Harring-pakkers-tooren*; as also from the *Schager* market between the *Blawburgwal* and the *Berg-straat*. And in like manner from *Schagen* to *Amsterdam*.

Schiedam, on *Mondays* a market-boat at twelve o'clock, from the *Rokkin*; and at three from without the *Utrecht* gate.

Schoonhoven, a draw-boat on *Mondays* at twelve, and on *Thursdays* at ten in the morning, from the east side of the *Rokkin*.

Sloten in *Holland*, a market-boat on *Wednesdays* and *Fridays*.

Sloten

The GRAND TOUR.

Sloten in *Friesland*, every *Tuesday* evening a sailing boat, from the *Water* by the *Valkefleege*; it goes by the *Lemmer*. But in *December*, *January*, and *February*, it does not go at all.

Sluys in *Flanders*, every third day a sailing vessel from the *Singel* by the *Jan-roon-ports-toorn*.

Sneek, in summer every evening a sailing boat, from the *Water* by the *Dam*. It goes by the *Lemmer*, *Sloten*, *Wolfsend*, and *Iist* to *Sneek*. In *October*, *November*, and *March*, a sailing boat on *Mondays*, *Thursdays*, and *Saturdays*. In *January* and *February* two vessels a week, when no body goes but those that have pressing business, the passage being at that time ten gilders.

Sparendam, on *Mondays* a boat at twelve o'clock, from the new bridge; but one may go with the *Haerlem* boat, and from thence walk to *Sparendam*.

Staveren, every evening as soon the bell rings for the shutting of the boom, a sailing boat from the *Water* before the *Rapelsteeg*. A traveller may make this place his way from *Amsterdam* to *Leuwarden*, instead of going to *Worcum*; for from *Staveren* a draw-boat goes every day to *Sneek* in the way to *Leuwarden*.

Swoll, every evening a sailing boat from the east side of the old bridge; it goes through *Geelmuyen*, *Swartsluis*, *Hasselt*, and *Vollenhoven*.

From *Amsterdam* to

Tergow. See *Gouda*.

Texel, in summer almost every day a sailing boat from the *Texel* key, before the *Ramskoy*.

V.

From *Amsterdam* to

Venlo, from *April* till *October* every fourteenth day a sailing boat, which lies on the *Gelderse Kaay*.
Vianen,

Vianen, a draw-boat on *Thursdays*, which lies on the *Rokkin* before the *Gapersteeg*. One may go also with the *Utrecht* boat by *Jutphaas* to *Vianen*, and from thence to *Gorcum*.

Vlardingén, with the *Delft* boat, from the *Rokkin*; but goods must be franked as far as *Delft*.

Vlieland, or the *Flie*, almost every day in summer a sailing boat, from the *Texel* key.

Vollenhoven, every *Monday* a sailing boat from the *Texel* before the *Ramskoy*; one may also go by the way of *Blockziel* to *Vollenhoven*.

Utrecht, every day three draw-boats from the 15th of *March* to the 15th of *September*, at seven in the morning, one in the afternoon, and eight at night. From the 15th of *September* till the 15th of *March*, at eight in the morning, one in the afternoon, and seven at night. Freight thirteen stivers and a half. In the same manner, and for the same price, the boats go from *Utrecht* to *Amsterdam*. The boat sets out from *Amsterdam* at the gate of *Utrecht*, and takes in passengers to *Ouderkerk*, *Abcoude*, *Bambrug*, *Loenen*, *Laenderstoot*, *Nieuwersluis*, *Breukelen*, *Maarrzen*, *Zuilen*, and all the other towns on the road. There is also a market-boat that goes to *Utrecht*, from the 1st of *February* to the 1st of *October*, at four in the afternoon; and from the 1st of *October* to the 1st of *April*, at half an hour after three. It lies on the *Singel* between the *Gasthuismolensteeg* and the apple-market.

W.

From Amsterdam to

Wesop, from the 1st of *April* to the last of *October* draw-boat on *Sunday* morning at six, eight, and ten; in the afternoon at three and six; *Monday* morning at six and nine; and in the afternoon at two, four, and six; the other days of the week, at three and nine in the morning, and three and six in the afternoon.

The GRAND TOUR.

the afternoon. From the 1st of *November* to the last of *March*, four boats every day, in the morning at eight and ten; in the afternoon at three and five. Freight five stivers. The boat sets out from the *Wesop* gate.

Wesel, every eighth or fourteenth day a sailing vessel, from the *Gelderse Kaay*, by the *Bantemer*. It takes in passengers and goods to the tolhouse; *Schenkenschan*, *Griet*, *Emmerick*, *Griethuizen*, *Ras*, *Wesel*, *Burik*, the *Raer*, and *Rynberk*.

Wyk te Durstede, every *Monday* at three in the afternoon a sailing boat from the *Rokkin*; one may go also with the boat to *Utrecht*, and from thence with the waggon to *Wyk te Durstede*.

Worcum in *Holland*, with the boat to *Gorcum*. See *Gorcum* in letter G. One may likewise go by the way of *Utrecht* and *Kianen* to *Gorcum* and *Worcum*.

Worcum in *Friseland*, every evening as the bell rings for the shutting of the boom, a passage-vessel sets out from the *Water* before the *Capelsteeg*. From *Worcum* a person may go to *Bolswart*, *Sneek*, *Haerlingen*, *Leuwarden*, *Groningen*, *Doccum*, *Dam*, *Delfziel*, and *Emden*, and from thence to *Ham-burg*.

Worden, a boat on *Monday* evening, and at four on *Thursday* morning; it goes from the *Rokkin* before the *Gapersteeg*.

Z.

From Amsterdam to

Zirickzee, in summer a sailing boat almost every week; it lies on the *Singel* over against the new *Lutheran* church.

Zyp, a sailing boat *Mondays*, *Wednesdays*, and *Fridays*, from the east side of the *Harring-pakkerij teoren*.

Zutpha

Zutphen, every third day a sailing boat, from the *Water* by the east side of the old bridge. One may go also to *Harderwick*, and from thence with the post-waggon to *Deventer* or *Zutphen*.

N. B. With regard to the sailing boats in general, every night at the ringing of the bell when the gates and havens are shut, vessels set out for all the port-towns in *North Holland*, *Friseland*, *Overyssel*, and *Gelderland*.

As *Monday* is the principal market-day at *Amsterdam*, the boats and vessels from all the neighbouring towns and villages are there that day, and set out for their respective homes, some at twelve at noon, some in the evening, and some the *Tuesday* following. They lie most of them in the *Rokkin* and the inner *Amstel*, viz. those from all parts of the province of *Utrecht* in the *Rokkin*; those from *South Holland*, as towards *Leyden*, *Leyderdorp*, *Bodegraven*, and *Swammerdam* in the inner *Amstel*; those from *North Holland* lie in the *Harring-pakkery*, in the *Water*, the *Schagermarkt*, the biscuit-market, and the key of *Gelderland*.

In the winter when the canals are frozen, there are waggons that set out regularly to and from all these places instead of boats.

C H A P. XVII.

Directions to know at what time the post-waggons, coaches, draw-boats, sailing-boats, and market-boats set out from all the principal towns of the Low Countries, especially of the United Provinces, to the following towns and places; according to their alphabetical order.

A.

From Alkmaar to

Amsterdam, on *Sundays* three boats, one at nine in the morning, another at two in the afternoon, and a third at eight in the evening. On *Monday, Tuesday, Wednesday, Thursday, and Friday*, one at nine in the morning. On *Saturday* one at nine in the morning, and another at three or four in the afternoon, according to the length of the days.

Haerlem, every day a post-waggon by the way of *Beverwyck* at nine in the morning, and the same from *Haerlem* to *Alkmaar*. Likewise a market-boat every morning; and back again the same.

Horn, a draw boat, in summer at five and eight in the morning; at one and four in the afternoon. In winter at eight, eleven, and three.

Midenblich, a draw-boat on *Wednesdays* and *Saturdays* at half an hour after nine in the morning.

Schagen, every day a draw-boat at two in the afternoon.

N. B. *Saturday* being market-day at *Alkmaar* boats and waggons set out at eleven in the morning to most of the adjacent towns and villages.

From Amersfort to

Amsterdam, every morning a sailing-boat exact at eight.

Arnhem

Arnhem, every *Tuesday*, being market-day, a waggon at twelve at noon.

Narden, on *Sundays*, *Tuesdays*, and *Thursdays*, a post-waggon at ten in the morning.

Swoll, a post waggon, in *May*, *June*, *July*, and *August*, on *Wednesdays* at twelve at noon: in *September*, *October*, *March*, and *April*, on *Thursdays* at six in the morning: in *November*, *December*, *January* and *February*, also on *Thursdays*, exactly at eight in the morning: it sets out from the *White Swan*. There is a post-waggon also that sets out from *Swoll* to *Munster*, soon after the arrival of the waggon from *Amersfort*.

Utrecht, on *Tuesdays*, being market-day, a waggon, as also on *Friday* at noon; and almost every day a car.

From Antwerp-to

Amsterdam, as also to *Delft*, *Tergow*, the *Hague*, *Leyden*, and *Utrecht*, every week a sailing-boat.

Bergen-op-Zoom, as also to *Dendermond*, *Dort*, *Flushing*, *Middleburg*, *Rotterdam*, *Sluys*, *Terwere*, &c every day a barge with the falling of the water.

Brussels and *Vilvorden*, a barge morning and afternoon with the tide.

There are also waggons that set out every day from *Antwerp* to *Brussels*, *Ghent*, *Alost*, *Mechlin*, *Breda*, *Lier*, *Moerdyke*, and most towns in *Flanders*.

From Arnheim to

Amsterdam, every *Monday* a sailing-boat: and every morning exactly at nine, a post-waggon from the *Herberg* by *St. John's* gate. With regard to the several prices of carriages upon this road, see the article from *Amsterdam* to *Arnhem* in the preceding chapter.

Amersfort,

The GRAND TOUR.

Amersfort, a waggon on *Saturday*, as also sometimes on *Wednesdays*. And every day with the post-waggon to *Amsterdam*.

Cologne in *Germany*, every *Thursday* morning a post-waggon from the *Golden Swan* with goods and passengers to *Emmerick*, *Wesel*, *Dusseldorp*, *Soingen*, *Elberfelt*, and reaches *Cologne* by *Saturday*. On *Saturday* the post-waggon sets out from *Cologne* for *Arnheim* from the *Red Goose* in the *Egelfstein*, and passing through the above-mentioned places arrives at *Arnheim* by *Tuesday*.

Deventer, on *Wednesdays* and *Saturdays* a post-waggon at nine in the morning.

Emmerick, in summer every day a waggon or car. To hire a waggon costs five gilders, and a car three gilders ten stivers.

Frankfort on the *Mayn*, from the third of *March* till winter every *Sunday* morning a post-waggon at seven o'clock, which reaches *Frankfort* the next *Friday*.

Nimeguen, a boat at nine in the morning, and three in the afternoon.

Rees, in summer generally every day a waggon or car. A hired waggon costs eight gilders, and a car six gilders.

Utrecht, every day a waggon.

Wesel, in summer generally every day a waggon or car. A hired waggon costs fifteen gilders, a car twelve gilders ten stivers. In summer one may hire them cheaper, but not in winter, because of the badness of the roads.

From Arras in Flanders to

Cambray, *Doway*, and most of the neighbouring towns, almost every day a waggon or coach.

B.

From Balck to

The *Lemmer*, every *Wednesday* at twelve at noon a draw-boat.

From Bergen-op-Zoom to

Dort, every day a sailing boat with the tide.

From Beverwyck to

Amsterdam, every morning early a draw-boat.

From Blockziel to

Amsterdam, on *Tuesday* and *Saturday* evening a sailing boat, except the months of *December*, *January*, and *February*.

Campen, twice a week a sailing-boat, and almost every day some conveniency or other.

Swoll, every week a sailing boat, which goes by *Geelmuyden*, *Swartsluis*, *Hasselt*, &c.

From Boisseduc to

Amsterdam, every day a sailing boat, which goes by *Gorcum*, *Worcum*, *Dort*, *Gouda*, and *Haerlem*.

Dort, every *Wednesday* a market boat.

Gouda, every week a sailing boat; and every day at the opening of the gate a post-waggon.

Grave, every day a car.

Liege and *Maestricht*, every day a post-waggon in winter at seven in the morning, and in summer at four.

Rotterdam, *Delft*, and the *Hague*, every day a sailing boat.

Utrecht, every morning a post-waggon.

From Bommel to

Boisseduc, every morning a post-waggon.

Dort, *Gorcum*, *Loevestein*, *Rotterdam*, and *Worcum*, every day a sailing boat.

Utrecht, every morning a post-waggon.

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From

The GRAND TOUR.

From Breda to

Amsterdam, every fourth day a sailing boat.

Antwerp, on *Wednesdays* exactly at seven in the morning a post-waggon. In 1719 they set up a new post-waggon at *Breda*, which sets out on *Sundays*, *Tuesdays*, and *Thursdays*, at six in the morning, and carries passengers in one day to *Viana* near *Utrecht*; and another which does the same from *Viana* to *Breda*.

Bergen-op-Zoom, *Tuesdays* and *Fridays* a post-waggon.

Boisleduc, every morning at seven a post-waggon.

Delft, once a week a sailing boat.

Dort, twice a week a sailing boat.

Giuda, once a week a sailing boat; and *Thursdays* and *Saturdays* at the opening of the gates a post-waggon.

The Hague, *Middleburg*, and *Rotterdam*, *Tuesdays* and *Fridays* a sailing boat.

Rosendal, on *Wednesdays* at twelve at noon a waggon.

From Breuckelen to

Amsterdam, every day at one in the afternoon a draw-boat.

Utrecht, on *Friday* night a market-boat.

From the Briel to

Amsterdam, now and then a sailing boat.

Harwich in *England*, *Wednesdays* and *Saturdays* a packet boat.

Helwoetsluys, every day at eight in the morning a waggon; freight seven stivers a piece.

Rotterdam, every day with the tide a sailing boat; the freight is eight stivers.

Schiedam, *Monday* in the afternoon a sailing boat with the tide.

From Bolswart to

Amsterdam, *Mondays* and *Saturdays* at ten in the morning

morning a sailing boat, except the months of *December*, *January*, and *February*.

Lewwarden, every day a boat at four and nine in the morning, and at one and four in the afternoon. Freight nine stivers.

Sneek, a draw-boat at six in the morning and at one in the afternoon.

Worcum, a draw-boat at six and nine in the morning, and at two and six in the afternoon.

From Bruges to

Ghent, every day a draw-boat, in summer at eleven in the morning, and in winter at eight; but in *October* and *March* at nine, and in *September* and *April* at ten.

Newport, *Ostend*, and *Dunkirk*, a draw-boat every morning in the winter at eight, and in summer at six.

Sluys, every day a draw-boat, in summer at seven, and in winter at eight in the morning; and in summer at three, and in winter at one in the afternoon.

Coaches and waggons set out from hence almost every day to most of the towns in *Flanders* and *Brabant*.

From Brussels to

Amsterdam, every day a sailing boat.

Antwerp, twice a day a barge.

N. B. There are coaches that set out from hence every day at eight in the morning to *Alost*, *Ghent*, and most of the towns in *Brabant* and *Flanders*.

C.

From Campen to

Amsterdam, every morning at eight a sailing boat.

Haerlem, on *Tuesdays* a sailing boat.

Hasselt, on *Mondays*, *Thursdays*, and *Saturdays*, at three in the afternoon a draw-boat.

The GRAND TOUR.

Horn, on *Wednesday* a sailing boat.

Sneek, on *Tuesdays* at ten in the morning a sailing boat.

Swoll and *Maftenbrock*, every morning at seven or eight, and in the afternoon at three or four, a sailing boat.

From Cuylenburg to

Amsterdam, a post-waggon on *Friday* morning at eleven; and on *Thursdays* at two in the afternoon one or two boats by the way of *Utrecht*.

Delft and the *Hague*, a market-boat on *Tuesday* at twelve at noon.

Rotterdam, a market-boat on *Monday* and *Thursday* at twelve.

Thiel, a post-waggon early on *Monday* morning.

Utrecht, one or two post-waggon, on *Tuesdays* at eleven, and *Saturdays* at five in the morning.

D.

From Delft to

Amsterdam, every day at half an hour after three in the afternoon a market-boat.

Antwerp and *Breda*, on *Tuesday* evening a sailing boat from four to six.

Delfshaven, every day at three in the afternoon, except *Sundays*, a market-boat.

Dort, on *Saturdays* at four in the afternoon a sailing boat.

Gorcum and *Boisleduc*, *Fridays* at ten in the morning a sailing boat.

Gouda, on *Wednesday* at five in the morning a sailing boat.

The *Hague*, every half hour a draw-boat, freight two flivers and a half. To hire a boat for six is 1-14, and every person above this number pays $2\frac{1}{2}$: to hire the roof for one or more, costs but eight flivers above the ordinary freight.

Haerlem

Haerlem and *Worden*, *Friday* morning at six a sailing boat.

Leyden, every day a draw-boat at the following hours; in the morning at five, seven, and nine, and half an hour past ten; in the afternoon at half an hour past twelve, half an hour past two, half an hour past four, and half an hour past six. The market-boat sets out at half an hour after ten in the morning; and the night-boat also at half an hour after ten, except in *December*, *January*, and *February*.

Maeslandsluys, every day a boat, from the 1st of *April* to the 1st of *October*, in the morning at half an hour past seven, half an hour past nine, and half an hour past twelve; in the afternoon at two, four, and six. From the 1st of *October* to the 1st of *April*, in the morning at half an hour past seven, half an hour past nine, and half an hour past eleven; in the afternoon at one, three, and half an hour past five. Freight six stivers.

Middleburg and *Zirickzee*, on *Saturday* at nine in the morning a sailing boat.

Nimeguen, every *Thursday* a sailing boat.

Rotterdam, every hour a draw-boat from seven in the morning till seven and eight at night. Freight five stivers.

Schiedam, every day at three in the afternoon a sailing boat.

Vlardingem, every day a draw-boat, in summer at three, and in winter at two in the afternoon.

Utrecht, a sailing boat, *Tuesdays* at ten in the morning, and *Thursdays* at noon.

From *Deltshaven* to

Delft, every day, except *Sundays*, a sailing boat at seven in the morning, and *Thursdays* another at six.

Rotterdam, *Monday*, *Tuesday*, *Thursday*, *Friday*, and *Saturday* morning, a sailing boat with the tide,

The GRAND TOUR.

which returns in the afternoon with the turn of the tide.

From Delfzil to

Amsterdam, in summer once a week a sailing boat.

Emdden, every day a sailing boat with the tide ; and in like manner from *Emdden* to *Delfziel*, which crosses the *Dollart-bay*, a large gulf separating *East Friseland* from the province of *Groningen*. At *Emdden* one may find the conveniency of a post-waggon to *Oldenburg*, and from thence to *Bremen* and *Hamburg*.

From Deventer to

Amsterdam, *Tuesdays*, *Thursdays*, and *Saturdays*, a sailing boat at nine in the morning.

Amersfort and *Naarden*, *Sundays* and *Wednesdays* a post-waggon.

Arnhem, *Tuesdays* and *Fridays* a post-waggon at eight.

Bentheim, *Osnabrug*, and *Hamburg*, *Tuesdays* and *Saturdays* a post-waggon at nine.

Campan, every day a sailing boat.

Hague and *Rotterdam*, every *Friday* a sailing boat.

Harderwick, every day at nine in the morning a post-waggon, which goes by *Loo*.

Nimeguen, every *Monday* a car.

Utrecht, from the 1st of *April* to the 1st of *October*, on *Tuesdays* and *Fridays* at five in the morning a post-waggon, which gets there at seven in the evening ; but in winter it lies a night upon the road.

Zutphen, every day a post-waggon at seven in the morning and four in the afternoon.

Zwoll, or *Swoll*, every day at one a post-waggon.

From Doocum to

Amsterdam, every week a sailing boat.

Groninger,

Groningen, a draw-boat in the morning at five and nine; in the afternoon at one and four: freight eighteen stivers.

Louwarden, a draw-boat in the morning at five, nine, and twelve; in the afternoon at four: freight eight stivers.

From Dort to

Amsterdam, *Wednesdays* and *Saturdays* a sailing boat with the fall of the water.

Antwerp, *Tuesdays*, *Thursdays*, and *Saturdays* a sailing boat; and when the boats from *Antwerp* happen to be at *Dort*, they return on *Mondays*, *Wednesdays*, and *Fridays* with the fall of the water.

Bergen-op-Zoom, *Sundays* and *Wednesdays* a market-boat with the fall of the water; and every day a passage-vessel.

Boisleduc, *Sunday* a market-boat with the tide.

Breda, *Tuesday* a market-boat with the fall of the water.

Briele, *Saturday* a sailing boat with the fall of the water.

Campvere, from the 1st of *May* to the 31st of *August*, every day two passage-vessels; but from the 1st of *September* to the 20th of *April*, only one with the fall of the water.

Gertrudenburg, from the 1st of *April* to the 31st of *October*, every day two sailing boats; but from the 1st of *November* to the 31st of *March*, only one.

Gornichem, *Sundays*, *Thursdays*, and *Fridays*, a sailing boat.

Gouda, *Tuesdays* and *Saturdays* a market-boat, and every day a passage-boat with the fall of the water, when there is no new or full moon, exactly at five in the morning. In summer there is generally one or two waggons a day, according to the number of passengers; and the same in winter when the dyke is passable. The wagon that sets

The GRAND TOUR.

out from *Dort* at half an hour after six, must carry the passengers to *Gouda* by eleven, to be ready for the *Amsterdam* boat. The waggon in the afternoon gets to *Gouda* in about four hours, to be time enough to reach the *Amsterdam* night-boat. The freight is about eighteen stivers; but to hire a waggon for baggage and four persons, costs four gilders ten stivers.

The *Hague*, *Delft*, and *Leyden*, *Sundays* and *Thursdays* a market-boat at high water.

Haerlem, *Sundays* and *Wednesdays*, a market-boat with the fall of the water.

Heusden, a market-boat with the fall of the water.

Leyden, *Delft*, and the *Hague*, *Sundays* and *Thursdays* a market-boat at high water.

Maestricht, once a week a sailing boat, by the way of *Gorcum*, *Ravestein*, *Grave*, *Venlo*, and *Ruremond*.

Middleburg and *Fishing*, every *Sunday* a sailing boat with the fall of the water.

Rotterdam, a market-boat begins to go a day before the new or full moon, or two days when it comes on a *Sunday*, and continues going during six working days. It sets out an hour in summer before the water begins to fall; but in spring, autumn, and winter, an hour after opening the gates. There is also a waggon which sets out every day; and if there are one, two, or three persons with a trunk, the waggoner must carry them for three gilders; four persons for three gilders four stivers; and for a greater number in proportion.

Schoonhoven, *Fridays* and *Saturdays* with the falling of the water a market-boat.

Tolen, every *Thursday* with the fall of the water a market-boat.

Tervere, every day at high water a sailing boat.

Vianen,

Vianen, Tuesday with the fall of the water a market-boat.

Utrecht, Wednesdays and Saturdays with the fall of the water a market-boat.

Williamstadt, Saturday with the fall of the water a market-boat.

Zirickzee, *Ter-goes*, &c. every Saturday with the fall of the water a market-boat.

From Doway to

Aires and *Valenciennes*, and other neighbouring towns in *Flanders*, every day a diligence or stage-coach.

From Dunkirk to

Bergues, *Furne*, and *Newport*, every day a draw-boat.

Paris, a diligence or stage-coach, which sets out on Wednesdays and Saturdays, and is eight days on the road. The freight is fifty sous from *Dunkirk* to *Calais*, and thirty livres from *Calais* to *Paris*; and three sous a pound for baggage.

E.

From Edam to

Amsterdam, every morning at five o'clock a market-boat; but one may go with the boat from *Horn* to *Monikedam* and *Buikflood*, as may be seen in the article from *Amsterdam* to *Horn* in the preceding chapter.

Horn, a market-boat every day in the summer from the 1st of April to the 30th of September, at six, nine, twelve, and five; but from the 1st of October to the 30th of March, at seven, ten, two, and five. One may go likewise to *Horn*, *Enkhuyzen*, *Medenblick*, and *Alkmaar*, with the ordinary draw-boat that goes from *Amsterdam* by *Buikflood* to *Horn*; and from *Horn* one may go with the waggon to *Enkhuyzen* and *Medenblick*: and in like manner with the ordinary boat to *Alkmaar*.

The GRAND TOUR.

Monikedam, every day a draw-boat, in summer at half an hour after four, six, and half an hour after eight in the morning; in the afternoon at half an hour after one, five, and half an hour after seven. In the winter, at five, half an hour after six, and nine in the morning; in the afternoon at half an hour after one, five, and seven.

From Elburg to

Campen, every day a sailing boat. Those who do not like the water may hire a waggon for a small matter, being only twelve miles distant.

From Enkhuyzen to

Amsterdam, every day a sailing boat, at eight in the morning, and seven in the evening.

Haerlingen and *Worcum*, from the 10th of *March* to the 10th of *October*, every day a sailing boat at nine in the morning.

Horn, every day a sailing boat at nine and twelve. Also every day a waggon, from the 1st of *April* to the 30th of *September*, at six and ten in the morning; and at one and six in the afternoon. From the 1st of *October* to the 31st of *March*, at eight, ten, and twelve in the morning; and at four in the afternoon. The freight fourteen stivers.

Medenblick, every day a sailing boat at ten. You may also go with the waggon from *Hoorn*, which sets out every day from *Medenblick* at nine in the morning winter and summer, and comes back to *Hoorn* at night.

Staveren, every day a sailing boat.

F.

From Franeker to

Amsterdam, every week a sailing boat.

Lewwarden, every day a draw-boat in the morning at four and nine; and at one and four in the afternoon.

Sneek.

Sneek, every day at ten a sailing boat.

N. B. On *Thursday*, being market-day, the boats and vessels go and come from all the neighbouring ports.

From Flushing to

Amsterdam, every eighth or fourteenth day a sailing boat.

Middleburg, every half hour a waggon.

Rotterdam, Dort, Zirickzee, Ghent, and Sas van Ghent, every day a sailing boat.

From Furnes to

Bruges, Dunkirk, Ostend, and Newport, every day a draw-boat.

G.

From Ghent to

Amsterdam, every eighth day a sailing boat.

Antwerp, Brussels, and Courtray, every morning a waggon.

Bruges, Dunkirk, Newport, Ostend, and Sluis, every day a draw-boat; in summer at eleven in the morning; in the winter at eight.

Sas van Ghent, every day a sailing boat at one.

From Gorcum to

Amsterdam, on *Friday* a sailing boat; but there are other opportunities of boats coming and going every day to *Amsterdam*, as also to *Bommel, Boisdud, Delft, Dort*, and most of the towns in *Holland*.

Vianen, the Vaert, and Utrecht, every day a sailing boat, at five and eleven in the morning, and four in the afternoon.

From Gouda to

Amsterdam, every day a day-boat at eleven in the morning. except the months of *November, December, January, and February*; and all the year round a night-boat at eight in the evening.

The GRAND TOUR.

Antwerp, on *Wednesday* a sailing boat.

Boisleduc, every day a post-waggon at nine in the morning; and on *Saturday* a sailing boat. See also chap. 10. p. 229.

Breila, *Monday*, *Wednesday*, and *Friday*, at nine in the morning a post-waggon; and on *Friday*, every fourteenth day a sailing boat.

Delft and *Gertrudenburg*, *Thursdays* a sailing boat.

Dort, every day with the fall of the water a sailing boat, and with the new or full moon at six in the morning. There is also a waggon that sets out every day for *Dort*, and in summer generally after the arrival of the *Amsterdam* morning boat.

Hague, every morning at six a post-waggon, and on *Sunday* and *Thursday* morning a draw boat.

Leyden, every day a draw boat at eleven in the morning, and *Thursday* at twelve.

Middleburg and *Fishing*, on *Sundays* and *Fridays* a sailing boat.

Rotterdam, *Sunday*, *Monday*, and *Thursday*, at high water a sailing boat; and every day at nine and twelve two market-boats. There is also a waggon that sets out every day from the 15th of *March* to the 1st of *October*, at six, eight, ten, and twelve in the forenoon; and at half an hour after two, four, five, and six in the afternoon. From the 1st of *October* till the 15th of *March*, at seven, nine, and twelve; and at half an hour after two, four, and five in the afternoon. *Tuesdays* there is a bye waggon at four or five o'clock. The freight is twelve stivers; but to hire a waggon costs three gilders.

Schoonhoven, *Tuesdays*, *Thursdays*, and *Saturdays*, a draw boat.

Utrecht, every *Thursday* a market boat.

From *Groningen* to

Amsterdam, every third day a sailing boat.

Appin-

Appingadam, or *Dam*, and *Loppersum*, in the summer every day a draw-boat at four in the afternoon; and in winter at three.

Defzich, every day a draw-boat, from the 1st of *April* to the 1st of *September*, at five, eight, twelve, and four; and from the 1st of *September* to the 1st of *April*, at six, nine, twelve, and three. Freight ten stivers.

Doccum and *Strobus*, every day a draw boat in the morning at four and eight; and in the afternoon at one and three; but from the 1st of *September* to the 1st of *April*, in the morning at eight or nine; and in the afternoon at one and three; freight eighteen stivers.

Winschoten, every day a draw-boat, from the 1st of *April* to the 31st of *August*, at five, eight, and twelve in the morning; and at four in the afternoon: in *September* at six, nine, and twelve in the morning; and three in the afternoon: from the 1st of *October* to the last of *February*, at seven and twelve in the morning; and at three in the afternoon; freight eleven stivers.

Zwoll, every *Tuesday* at seven in the morning, and eight in the winter, a post waggon.

H.

From the Hague to

Amsterdam, every day a post-waggon, in the same manner as that from *Amsterdam* to the *Hague*, which see in the article *Hague* letter H. in the preceding chapter. Every day likewise a sailing boat at four in the afternoon with goods.

Antwerp, *Tu sdays* at one in the afternoon a sailing boat.

Breda, *Tuesday* and *Friday* morning a sailing boat.

Delft, every half hour a draw-boat; freight two stivers and a half.

Gouda,

The GRAND TOUR.

Gouda, every day at six in the morning a post-waggon.

Leyden, every day a draw-boat, in the morning at five, seven, nine, and half an hour past ten; in the afternoon at half an hour past twelve, half an hour past two, half an hour past four, and half an hour past six. Freight seven stivers.

Nimeguen, at *Thursday* at ten in the morning a market-boat.

Schoneb-ven, on *Saturday* at eight in the morning a draw-boat.

Utrecht, on *Thursday* at four in the afternoon a passage-vessel.

From Haerlem to

Amsterdam, every hour a draw-boat, beginning with the opening of the gate till half an hour past six at night. The freight is six stivers a piece, but to hire a whole boat, costs three guilders five stivers.

Almaar, every day at nine in the morning a post-waggon, through *Santpoort*, *Velsen*, and *Wyck*. Likewise every day a passage-vessel, in summer at nine, and in winter at ten in the morning.

Beverwyck, *Velsen*, and *Sontpoort*, every day at seven in the morning a waggon; the like in the afternoon.

Campen, *Saturday* at noon a sailing boat.

Delft, *Wednesday* morning a passage-vessel.

Deventer, every week a passage-vessel.

Dort, every *Wednesday* a sailing boat.

Gouda, *Saturday* a passage-vessel.

The Hague, *Wednesday* and *Friday*, a passage-vessel.

Horn, *Tuesday* at nine in the morning a sailing boat.

Leyden, every day a draw-boat, at six, eight, ten, eleven, and twelve in the morning; and at one,
two,

two, four, and six in the afternoon ; and every day before noon a market boat.

Rotterdam, *Wednesdays* and *Saturdays*, at nine in the morning a sailing boat.

Utrecht, *Friday* morning a sailing boat.

Zealand, *Monday* at nine in the morning a sailing boat.

From Harderwick to

Amsterdam, every evening at eight, a sailing boat.

Deventer, every morning an hour after the arrival of the sailing boat from *Amsterdam*, a post-waggon which passes through *Loo* and *Zutphen*.

From Haerlingen to

Amsterdam and *Enkhuizen*, every morning at six a sailing boat.

Franeke, every day a draw-boat, in the morning at eight and ten ; in the afternoon at four ; freight three stivers.

Leuwarden, every day a draw-boat, in the morning at four and nine ; in the afternoon at one and four ; freight nine stivers.

Sneek, every morning a draw-boat at nine.

N. B. *Wednesday* being market-day at *Haerlingen*, one may find boats for most parts of *Friesland*, &c.

From Hasselt to

Amsterdam, *Tuesdays*, *Thursdays*, and *Fridays*, a sailing boat ; and every day with the *Swoll* sailing boat.

Campan, *Thursdays* and *Saturdays* at eight in the morning a draw-boat.

From Helvoetsluys to

The *Briele*, every afternoon a waggon.

Bommene and *Zealand*, every morning a packet-boat.

From

The GRAND TOUR.

From Horn to

Amsterdam, by the way of *Edam*, *Monikedam*, and *Purmerent*, in summer a draw-boat at four, six, and nine in the morning; and at one, half an hour after two, half an hour after three, and five in the afternoon; but this last only as far as *Monikedam*: in the winter, at five, six, nine, and eleven in the morning; and at one, half an hour after two, four, and half an hour after four in the afternoon; but this last no further than *Monikedam*. The freight fifteen stivers by the way of *Purmerent*, and seventeen stivers by *Monikedam* and *Edam*. There is also a night-boat that sets out at twelve.

Alkmaar, every day a draw boat in summer, at five and eight in the morning; and at one and four in the afternoon: in winter at eight in the morning, and three in the afternoon. Freight ten stivers.

Enkhuizen, every day a waggon, from the 1st of *April* to the 30th of *September*, at six and ten in the morning, and at two and six in the afternoon: from the 1st of *October* to the 30th of *March*, at seven and ten in the morning; and at one and four in the afternoon. Freight fourteen stivers. There is also a sailing boat that goes every day at nine or eleven o'clock; but the best way is by the waggon.

Medenblick, every day a waggon, which comes back to *Horn* the same day.

I.

From Ilst to

Amsterdam and *Worcum*, every *Saturday* early in the morning a draw-boat.

Leuwarden, *Fridays* a market-boat.

Sneek, every day at six and ten in the morning a draw-boat.

From Ipres to

Dixmunde, *Menin*, *Rosselaar*, every day a waggon.

From

From IJsselstein to

Amsterdam, every *Saturday* at eight in winter and seven in summer a sailing boat.

L.

From Leuwarden to

Amsterdam, *Wednesdays* and *Saturdays* a sailing boat.

Bolswart, every day a draw-boat, in the morning at four and nine, and at one and four in the afternoon; freight nine stivers.

Doccum, every day a draw-boat at five, nine, and twelve in the morning, and at four in the afternoon; freight eight stivers.

Franeker. a draw-boat at four and nine, and at one and four.

Groningen, *Tuesdays* a sailing boat.

Haerlingen, a draw boat at four and nine in the morning, and at one and four in the afternoon; freight nine stivers. The night-boat at ten.

The *Lemmer*, *Saturday* morning a draw boat at eleven.

Sneek, every day a draw-boat at four and nine in the morning, and at one and four in the afternoon; freight eight stivers.

From Leyden to

Amsterdam, every day at nine at night a sailing boat, and at eleven in the morning a *Kaag*. The market-boat sets out in summer at six in the afternoon; in the winter at half an hour after three.

Delft and the *Hague*, a draw-boat, in the morning at four, six, eight, and half an hour past ten; in the afternoon at half an hour past twelve, half an hour past two, half an hour past four, and half an hour past six. The freight seven stivers. The night-boat goes at eleven. The market-boat for *Delft* goes also at eleven, and that for the *Hague* at twelve at noon.

Gouda,

The GRAND TOUR.

Gouda, every day a draw-boat at eleven in the morning, and *Saturday* at two in the afternoon.

Haerlem, a draw-boat every day at half an hour past three, half an hour past six, at nine, ten, and eleven; in the afternoon at half an hour after twelve, at two, four, and six. The freight thirteen stivers. The night-boat sets out at eleven.

Hague, see above, *Delft* and the *Hague*.

Rotterdam, every day at nine a draw-boat.

Schiedam, every *Saturday* morning at eleven a draw-boat.

Utrecht through *Woerden*, a draw-boat, in the morning at nine, and twelve in the evening; but in the winter that at nine in the morning does not go.

From the Lemmer to

Amsterdam, *Saturday* about four in the afternoon a sailing boat.

Groningen, a post-waggon, which sets out on *Thursdays* and *Mondays* early in the morning, and the next morning early reaches *Groningen*, without touching at *Leuwarden*; the passage is two gilders seventeen stivers for each person, besides paying extraordinary for baggage. The distance is about fifty miles. This road is very indifferent in bad weather, in which case it is much better to go with the draw-boat to *Leuwarden*.

Leuwarden, *Friday* early in the morning a draw-boat through *Sloten*, *IJst*, and *Sneek*.

Sloten and *Sneek*, every morning a sailing boat sets out from the *Lemmer* to *Sneek*, and goes thro' *Sloten*.

From Liege to

Maestricht, every day a sailing boat; there are likewise waggons and boats which go every day from hence to most of the neighbouring towns in *Flanders* and *Germany*.

From

From Lisse to

Paris, *Mondays* and *Thursdays* a diligence or stage-coach, which sets out from the *Rue Royale* near the Custom-house. The freight is twenty-five livres, and three sous a pound for baggage.

Tournay, *Armentieres*, and most of the neighbouring towns in *Flanders*, every day a waggon.

M.

From Maeslandfluys to

Delft, from the 1st of *April* to the 1st of *October*, a draw-boat in the morning at six (except on *Thursdays* at half an hour past five) at eight, and half an hour past eleven; in the afternoon at two, four, and six: from the 1st of *October* to the 1st of *April*, in the morning at six, eight, and half an hour past eleven; in the afternoon at one, three, and five. Freight six stivers.

Rotterdam, every day a sailing boat with the tide. From the 1st of *April* to the 1st of *October*, a wagget sets out at seven in the morning from *Maeslandfluys* to *Rotterdam*, and returns at half an hour after three in the afternoon from *Rotterdam* to *Maeslandfluys*.

From Maestricht to

Dort, once a week a sailing boat.

Liege, every morning at nine a sailing boat.

Mook, *Ruremond*, *Venlo*, and *Grave*, *Friday* morning a sailing boat, and from thence with the car to *Nimeguen*.

From Mechlin to

Amsterdam, every week a sailing boat.

There are also regular stage-coaches that set out from *Mechlin* for most of the cities in *Brabant* and *Flanders*, as *Brussels*, *Antwerp*, &c.

From

The GRAND TOUR.

From Medenblick to

Alkmaar, *Tuesdays* and *Fridays* at four in the morning a sailing boat. But the easiest way is to go from *Medenblick* to *Hoorn* with the waggon, which sets out every day at noon summer and winter, and from *Hoorn* to *Alkmaar* to take the draw-boat, which sets out in summer at five and eight in the morning; and at one and four in the afternoon: in the winter at eight in the morning, and at three in the afternoon. From *Alkmaar* back to *Hoorn*, the boat sets out at the same hours as from *Hoorn* to *Alkmaar* both winter and summer. The freight either way ten stivers.

Hoorn, every day towards noon a waggon.

From Middleburg to

Amsterdam, once a week a sailing boat.

Dort, almost every day a sailing boat.

Gouda, once a week a sailing boat.

Haerlem, every *Sunday* a sailing boat.

Rotterdam, from the 1st of *April* to the 30th of *September*, every day two sailing boats; but from the 1st of *October* to the 31st of *March*, only one.

Flushing and *Tervere*, every hour a waggon; and to *Flushing* a sailing boat on *Tuesdays*.

From Monikedam to

Amsterdam, every day a draw boat, in summer at half an hour after five, at seven, and ten in the morning; and at three and six in the afternoon: in the winter at six, eight, and ten in the morning; and at three and six in the afternoon. The market-boat every day at ten in the morning, and from *Amsterdam* back at two.

Edam, every day draw-boats, in summer at five, eight, eleven, four, five, and six; in winter at six, nine, one, four, five, and six.

From

From Muyden to

Amsterdam and *Narden*, with the ordinary boat belonging to *Narden*. There is also a market boat that goes every morning to *Amsterdam*, and comes back the same day.

Utrecht, Friday morning at nine a market-boat.

N.

From Narden to

Amsterdam through *Muyden*, every day draw-boats, in summer at five, seven, half an hour after one, at four, and half an hour after five : in winter at six eight, and ten ; but on *Mondays* at five, seven, and ten, and at one, three, and five. Likewise every day between eleven and twelve a sailing boat. When the canals are frozen in winter, a post-waggon sets out every day from *Amsterdam* to *Naerden*.

Amersfort, *Sundays*, *Tuesdays*, and *Thursdays*, at ten in the morning a post-waggon. To hire a waggon to one's self, costs four gilders ten stivers.

Hamburgh, *Mondays* and *Fridays* at three in the morning a post-waggon, which goes thro' *Bussom*, *Soestdyck*, *Amersfort*, *Deventer*, *Goor*, *Delden*, *Bentheim*, *Reen*, *Osnabrug*, *Neuburg*, to *Hamburg*, in five days and four nights.

Utrecht, Friday morning at nine a market-boat.

From Nimeguen to

Amsterdam, *Thursdays* and *Mondays* a sailing boat, by *Thiel*, *Bommel*, *Gorcum*, *Dort*, *Gouda*, and *Harlem*.

Arnhem, every day two sailing boats, one in the morning at nine, and another in the evening at five.

Co'ogne and the adjacent places, from the 1st of April to the 1st of September, an ordinary post-waggon

The GRAND TOUR.

waggon on *Tuesdays* at ten in the morning ; but from the 1st of *September* to the 1st of *April*, at twelve.

Deventer, every *Wednesday* a car.

Grave, every day at two in the afternoon a car.

The *Hague* and *Rotterdam*, every day at eight in the morning a sailing boat, by *Tbiel*, *Bommel*, *Gorcum*, *Dort*, *Rotterdam*, *Delfts-haven*, *Delft*, and the *Hague*.

Utrecht, every morning a waggon, when the roads are tolerable through the *Betaw* ; and by the way of *Arnheim* with the post-waggon, or with a boat.

Wesel, every week a sailing boat, by *Schenkschans*, the toll-house, *Emmerik*, *Rees*, and *Santen*.

From Ostend to

Bruges, a draw-boat goes regularly every day, and arrives there in about three hours.

There are also draw-boats that go every day to *Newport*, *Furnes*, and *Dunkirk* ; as also to *Suys*, and from thence to *Middleburg* in *Zealand*.

P.

From Purmerent to

Amsterdam, every day draw-boats, in summer at five and seven in the morning on *Mondays* and *Fridays*, but on other days at nine and twelve ; in the afternoon at four, five, and half an hour after six. In winter, at six, eight, twelve, four, and six. The freight eight stivers and a half. The market-boat at five in the morning.

Horn, every day draw-boats, in summer at six, half an hour after ten, half an hour after three, and half an hour after six ; and another after the arrival of the night-boat from *Amsterdam*. In the winter

winter at seven, half an hour after eleven, half an hour after three, and half an hour after eight.

R.

From Rotterdam to

Amsterdam, every day at noon a sailing boat. When the water is frozen, there is a waggon that sets out in its stead.

Amwerp, in summer generally every day a sailing boat; but in summer and winter *Tuesdays*, *Thursdays*, and *Saturdays* with the tide.

Arnhem, once a week a sailing boat.

Bisleduc, *Sundays*, *Wednesdays*, and *Fridays*, a sailing boat.

Bommel, *Thursdays* a sailing boat.

Breda, *Wednesdays* and *Saturdays* a sailing boat.

Briel, every afternoon with the tide a sailing boat; the freight is eight stivers

Delfts haven, every day, except *Wednesdays*, with the falling of the water, a sailing boat.

Delft, every hour a draw-boat, in summer from six in the morning till eight at night; and in winter from eight in the morning till seven at night. The freight eight stivers. There is also a market boat that goes every day early in the morning.

Dort, every tide with the rising water there are several boats that sail from *Rotterdam* to *Dort*, and with the falling water return again to *Rotterdam*. There is a market-boat besides, which sails the first and last quarter of the moon, the first an hour after flood, and so on as from *Dort* to *Rotterdam*, only that the *Rotterdam* vessel goes seven days, when the new or full moon comes a day later. The first and second day at one in the afternoon, the third and fourth at two, the fifth at three, and the sixth at four. There is also a waggon that sets out every day for *Dort* in the same manner

The GRAND TOUR.

manner as that from *Dort* to *Rotterdam*, which you may see in the article *Dort*, letter D.

Gorcum, *Sundays*, *Wedn. Jdays*, and *Fridays*, a failing boat with the tide.

Gouda, every day a market-boat, in summer at half an hour after eight, and half an hour after eleven; in winter only at twelve. Every day also a waggon in the same manner as that from *Gouda* to *Rotterdam*, which see in the article *Gouda*, letter G.

The *Hague*, every day at one in the afternoon a draw-boat.

Haerlem, every morning at nine a market-boat.

Heusden, *Monday* with the tide a failing boat.

Leyden, every morning at ten a market boat.

Maeslandsluys, every day with the falling of the water a failing boat.

Mechlin, every tenth day a failing boat.

Middleburg, from the 1st of *April* to the 30th of *September*, every day two failing boats; but the rest of the year only one.

Nimeguen, almost every day a failing boat, when the wind is westerly.

Schiedam, every day a draw boat, in summer at four in the afternoon; and on *Tuesdays* three, at one, three, and four: in winter at three and four in the afternoon; and on *Tuesdays* at one, three, four, and five.

Schoonhoven, *Tuesdays*, *Thursdays*, and *Saturdays*, a failing boat.

Vianen, *Mondays* and *Tuesdays* a failing boat.

Vlardingén, *Zirickzee*, *Browershaven*, and *Goree*, on *Tuesdays* with the falling of the water a failing boat.

Flushing and *Tervere*, every day a failing boat.

Utrecht, *Tuesdays*, *Wednesdays*, *Thursdays*, and *Saturdays* a failing boat, which goes by *Schoonhoven*, *Vianen*, and the *Vaert*.

Wesel

Wesel and the dutchy of *Cleves*, every fourteenth day a failing boat.

S.

From Sardam to

Amsterdam, every hour a ferry-boat, in summer from five in the morning till six in the evening; and in winter from six in the morning till four in the afternoon.

Haerlem, every day a passage-vessel.

From Sas van Ghent to

Flushing, every day a failing boat.

Ghent, every day a draw-boat after the arrival of the vessel from *Flushing*.

From Schiedam to

Amsterdam, every *Saturday* at one in the afternoon a draw-boat.

Briel, *Monday* morning a market-boat.

Delft, every day, except *Sundays*, a failing boat at seven in the morning; but on *Thursdays* there is another at six.

Leyden, *Friday* at ten in the morning a draw-boat.

Rotterdam, in summer every day a draw-boat at eight in the morning; in winter two at eight; but in *November*, *December*, *January*, and *February*, at half an hour after eight, and half an hour after nine.

From Schoonhoven to

Amsterdam, *Sunday* evening, and *Thursday* morning a failing boat.

Dort, *Tuesdays* and *Thursdays* a failing boat.

Gouda, *Wednesdays* and *Fridays* a failing boat.

The Hague and *Leyden*, *Wednesday* morning a failing boat.

Rotterdam, *Monday* a failing boat.

Utrecht, *Saturday* morning a failing boat.

R

From

The GRAND TOUR.

From Sluys in Flanders to

Bruges, every day a draw-boat, in summer at seven and three ; in winter at eight, and one.

Flushing, morning and noon with the tide a sailing boat.

From Sneek to

Amsterdam, in summer every day, except *Mondays* and *Saturdays*, at nine in the morning a sailing boat, which goes through *IJst*, *Sloten*, and the *Lemmer*. In winter, on *Sundays*, *Tuesdays*, and *Fridays*.

Bolswart, every morning at six and eight a draw-boat.

Franeker, at ten in the morning a draw-boat.

Groningen, *Tuesdays* at nine in the morning a sailing boat.

Harlingen, every morning at nine a sailing boat.

Horn, *Tuesday* morning at eleven a sailing boat.

Lewwarden, in the morning a draw-boat at four, nine, and twelve ; in the afternoon at four ; freight eight stivers. In the months of *May*, *June*, and *July*, at three in the morning.

Wercum, *Tuesdays* and *Thursdays* at eleven in the morning a draw-boat.

From Staveren to

Amsterdam, every day at eight in the morning a sailing boat.

Enkhuyzen, every morning at nine a sailing boat.

Lewwarden, *Mondays* and *Thursdays* at nine a draw-boat.

Sneek, every morning at nine a draw-boat, except *Wednesdays* and *Saturdays*, when it goes at twelve.

From Swoll to

Amsterdam, every morning at eight, a sailing boat.

Amersfort,

Amersfort, a post-waggon, in *May*, *June*, *July*, and *August*, on *Wednesdays* at noon; in *September*, *October*, *March*, and *April*, on *Thursdays* at six in the morning; in *November*, *December*, *January*, and *February*, on *Thursdays* at eight in the morning: this post-waggon comes time enough to *Amersfort* to reach the post-waggon going to *Narden* or *Utrecht*.

Arnheim, every morning a post-waggon.

Campen, every day at eight in the morning, and four in the afternoon, a sailing boat.

Deventer, every day at noon a sailing boat: there is also every day at seven in the morning, and two in the afternoon, a waggon.

Groningen, on *Tuesdays* at seven in the morning a post-waggon, and in winter at eight.

Harderwick, every morning a waggon or cart.

Munster, *Sundays* and *Wednesdays* a post-waggon.

T.

Tergow, see *Gouda*.

From the Texel to

Amsterdam, almost every day a sailing boat.

Enkhuyzen, every day a sailing boat.

From Tervere to

Dort, almost every day a sailing boat; but the best way is to go from *Middleburg* to *Rotterdam*, and from thence to *Dort*.

Gies and *Zirickzee*, every day a sailing boat.

Middleburg, every week a sailing boat, and waggons every hour.

Rotterdam, every day a sailing boat.

U.

From the Vaert to

Vianen, every quarter of an hour a draw-boat.

R 2

Utrecht,

The GRAND TOUR.

Utrecht, every day draw-boats ; in summer at six, seven, eight, nine, ten, eleven, and twelve ; and one, two, four, five, six ; in winter at seven, eight, nine, ten, eleven, twelve ; and one, two, four, and five.

From Vianen to

Amsterdam, *Thursdays* at two in the afternoon a market-boat.

Dort, *Thursday* at ten in the morning a market-boat.

Gorcum, every day a draw-boat, in summer at half an hour after eight, and eleven in the morning ; and six in the evening : in winter at nine and eleven in the morning, and at five in the afternoon.

The Hague, *Wednesday* at ten in the morning a market-boat.

Rotterdam, *Monday* and *Saturday* at ten in the morning a market-boat.

Utrecht, *Thursday* at two in the afternoon a market-boat.

From Vlardingén to

Delft, every day a draw-boat at six in the morning, but *Thursday* in winter at four.

Rotterdam, *Wednesdays* with the falling of the water a market-boat.

From Utrecht to

Amsterdam, every day draw-boats, from the 15th of *March* to the 15th of *September*, in the morning at seven, at one at noon, and at eight at night. From the 15th of *September* till the 15th of *March*, in the morning at eight, at one at noon, and at seven at night. Freight thirteen stivers and a half. When the canals are frozen, a waggon goes every day instead of the boat. A market-boat goes also every day from the beginning of *February* till the beginning of *November*, at four in the afternoon ;
and

and from the beginning of *November* till the beginning of *February*, at half an hour after three.

Antwerp, every *Tuesday* a sailing boat.

Arnheim, every morning at seven or eight o'clock a waggon.

Delft, *Tuesdays* and *Saturdays* a draw-boat.

Deventer and *Doesburg*, from the 1st of *April* to the 31st of *October*, *Tuesdays* and *Fridays* at five in the morning, a waggon which performs the journey in one day; but the other months of the year the waggon lies a night upon the road.

Gorcum, every morning at six o'clock, when the dykes are tolerable, a waggon, which goes by the *Vaert* and *Vianen*.

Hague, *Wednesdays*, *Thursdays*, and *Saturdays* at three in the afternoon, a draw-boat.

Leyden, by *Woerden*, *Bodegraven*, *Gouda*, and *Rotterdam*, a draw-boat every day at eight in the morning, at twelve, and eight in the evening.

Nimeguen, every morning at seven or eight a post-waggon.

Renen, *Saturdays*, and sometimes on other days, a waggon.

Rotterdam, *Mondays*, *Tuesdays*, and *Thursdays* at eight in the morning, and *Saturdays* at noon, a draw-boat.

The *Vaert*, every hour from six in the morning till six in the evening a draw-boat; except three in the afternoon. Those that want to go to *Vianen* must pass the *Vaert*, and with the *Vianen* draw-boat they may go to *Gorcum*.

N. B. At *Utrecht* one may have waggons every day to *Amsterdam*, *Rotterdam*, *Leyden*, *Buren*, *Bemmel*, *Dert*, *Campen*, *Swoll*, and *Zutphen*, &c.

W.

From *Wesop* to

Amsterdam, every day draw-boats, from the 1st

R 3

of

The GRAND TOUR.

of *April* to the last of *October*, at five, seven, and nine in the morning; and at one, three, and six in the afternoon. From the 1st of *November* to the last of *March*, at seven and nine in the morning; and at two and five in the afternoon. Freight five stivers.

Antwerp, *Tuesdays* and *Saturdays* at eleven in the morning a post-waggon by the way of *Moerdyke*.

Deventer, *Munster*, and further in *Germany*, *Tuesdays* and *Saturdays* at eleven in the morning a post-waggon.

Utrecht, *Fridays* at nine in the morning a sailing boat.

From Winschoten to

Groningen, a draw-boat every day from the 1st of *April* to the 21st of *September*, at two, six, and ten in the morning; and at two in the afternoon: from the 1st of *October* to the last of *February*, at six and ten in the morning, and at one in the afternoon. Freight eleven stivers.

Nieuſhans, a draw-boat several times a day; the freight six stivers.

From Wyck ter Durſtede to

Amsterdam, *Friday* noon in the winter, at eight in the evening in summer a sailing boat.

Rotterdam, every *Monday* morning, and in summer at eight in the evening a sailing boat.

From Worcum in Friſeland to

Amsterdam, every morning at nine a sailing boat; except in *December*, *January*, and *February*.

Bolſwart, every day a draw-boat, at six and ten in the morning; and at one and five in the afternoon.

Enkhuizen, every day at twelve a sailing boat, except *December*, *January*, and *February*.

Z.

From Zirickzee to

Amsterdam, every eighth or fourteenth day a sailing boat.

Rotterdam and *Dort*, every day a sailing boat.

Zwoll, see *Swoll*.

From Zutphen to

Arnhem, a post-waggon every morning.

Deventer, a post-waggon every day at seven in the morning.

C H A P. XVIII.

At what time the post comes in and goes out from the principal towns in the Low Countries.

A M S T E R D A M.

The post sets out from Amsterdam

Monday, at eight in the evening, to *Spain*, *France*, *Brabant*, and *Flanders*.

Tuesday, at one o'clock to *Gelderland*, *Cologne*, *Cleves*, *Munster*, *Aix-la-Chapelle*, *Liege*, *Maestricht*, *Doesburg*, *Rheinberg*, &c.

At five to the province of *Groningen*, and the adjacent parts.

At seven to the northern states, *Friseland*, *Breda*, *Boisleduc*, *Gertrudenburg*, *Viana*, *IJsselstein*.

At seven, to *Wesel*, *Arnhem*, *Emmerick*, *Rees*, *Nimeguen*, and all *Zealand*.

Wednesday, to *Lewwarden*, at the shutting of the boom.

Thursday, to *Spain*, *France*, *Brabant*, *Flanders*, *Emden*, *Groningen*, at eight in the evening.

Friday, to *Italy*, *Germany*, the country of *Cleves*, *Liege*, *Munster*, and *Gelderland*, at noon.

At

The GRAND TOUR.

At seven in the evening, to *Great-Britain* and *Zealand*.

At eight, to *Brabant* and *Flanders*.

At the shutting of the boom to the province of *Overyssel*.

Saturday, at six in the evening to the North, *Groningen*, and *Lewwarden*.

At seven, to *Thiel*, *Bommel*, *Boisleduc*, *Wesel*, *Buren*, *Leerdam*, and the adjacent places.

Every day from seven till eight in the evening the post sets out to all the towns in *Holland*.

The post comptoirs are just by the change.

The post comes in to Amsterdam.

Sunday, from *Germany*, *Cologne*, *Cleves*, *Munster*, *Liege*, *Gelderland*; in the morning from *Wesel*, *Emmerick*, *Rees*, *Arnheim*.

Monday, from the North, *Swoll*, *Deventer*, in the forenoon.

Tuesday, from *Spain*, *Portugal*, *France*, *Brabant*, *Flanders*, towards noon; from *England*, according as the wind serves.

Wednesday, from *Gelders* and *Cleves*, and *Italy*.

Thursday, from *Germany*, *Italy*, *Hungary*, the country of *Cleves*, *Gelderland*, *Cologne*, *Liege*.

Friday, from *France*, *Spain*, *Brabant*, *Flanders*, and the North.

B R U S S E L S.

The post sets out from Brussels

Sunday, to *Holland*, *Sweden*, *Denmark*, *Germany*, and the rest of the North. To *France*, *French Flanders*, *Antwerp*, *Ghent*, *Lillo*, *Cologne*. To *Aix-la-Chapelle* by the way of *Antwerp*.

Monday, to *Vienna*, and the several parts of the empire, along the *Rhine*, the *Main*, the *Necker*, and the *Danube*. To *Switzerland*, *Saxony*, *Brandenburg*, *Luneburg*, *Gelderland*, *Liege*, *Aix-la-Chapelle*,

Chapelle, Maestricht, by Lovain, Tirlemont, &c. To France, Namur, French Flanders, &c.

Tuesday, to England, Flanders by Antwerp, Ghent and Lillo, and all France.

Wednesday, to Holland, Sweden, and all the same places as on Sunday. Likewise to Namur.

Thursday, to Switzerland, Saxony, Brandenburg, Gelderland, Cleves, Wesel, Dusseldorp, Aix-la-Chapelle, Liege, and other places as mentioned on Sunday.

N. B. At nine in the morning, the post sets out to Holland, and the northern kingdoms.

Friday, to Italy, Vienna, Hungary, Bohemia, and all the country along the Danube, the Mayn, the Necker, and the Rhine. Also to Cologne and Switzerland. Likewise to England, and the rest as mentioned on Monday.

Saturday, to France, Flanders, by the way of Antwerp, Ghent, and Lillo, to Namur.

N. B. The Spanish letters are sent every fourteenth day on Wednesdays. When the armies are in the field, the post goes and comes from thence every day. The post sets out always by night at about ten o'clock. Letters to Italy, Germany, the northern kingdoms, Brandenburg by Wesel, Brunswick and Westphalia, must be franked.

The post comes in to Brussels.

Sundays, from Vienna, Ratisbon, Nuremberg, Frankfort, Cologne, Bavaria, Suevia, Franconia, and Bohemia. From Liege, Maestricht, Aix-la-Chapelle, Diest, Tirlemont, Lovain, St. Tron, Hasselt, upper Saxony, Brandenburg, Limburg, Gelderland, Cleves, Wesel, Dusseldorp, and Nimeguen. Likewise from all parts of France. From Namur, and French Flanders, by the way of Lillo, Ghent, and Antwerp.

Monday, from France and Flanders.

Tuesday, from France and Holland; likewise from Ham-

The GRAND TOUR.

Hamburg, Bremen, and Hildesheim. From Sweden, Denmark, Westphalia, Brunswick, Hanover, and Lillo. Likewise from the Austrian and French Netherlands.

Wednesday, from Italy, Germany, the Hague, South Holland, France, Namur, and Flanders.

Thursday, from Cologne, Saxony, Brandenburg, Luneburg, Gelderland, Cleves, Wesel, Dusseldorf, Nimeguen, and the rest as on Sunday.

Friday, the post comes from the same places as on Tuesday, likewise from Namur.

Saturday, from France, the Hague, South Holland, and the rest as on Wednesday.

N. B. The English letters come generally on Tuesdays and Fridays. The Spanish letters come once in four days. The French letters come and go every day, by the way of Mons, Valenciennes, and Cambray. The letters to Tournay come and go every day the same way.

The H A G U E.

The post sets out from the Hague.

Sunday in the afternoon to Germany, Switzerland, Gelderland, and the North.

Tuesday, to Germany, Hungary, the North, Switzerland, Italy, and Turkey. The letters must be franked except to Gelderland and Switzerland. At nine in the evening to England. At eleven in the morning to Hamburg, and France. At eight in the evening to Liege, Aix-la-Chapelle, &c. At six to the Low Countries and France; the French letters must be franked.

Thursday at eight at night to France, Flanders, Spain, and Portugal. Letters for the two last must be franked.

Friday, to Germany, Hungary, Gelderland, the North, Italy, Switzerland, Turkey, exactly at noon; and at eight in the evening to Boisleduc, Flanders, and

and *France*; letters to the East must be franked. At nine in the evening to *England*.

Saturday, at eleven to *Hamburg*, and all that side of *Germany* *franco*.

N. B. Every evening at ten the post goes to *Haerlem*, *Amsterdam*, *Narden*, and all *North Holland*. At eight at night to *Leyden*, *Delft*, *Rotterdam*, *Dort*, and all *South Holland* and *Zealand*. And to the other provinces, as *Utrecht*, *Overyffel*, *Friseland*, every night at eight.

The post comes in to the Hague

Sunday in the afternoon, from *Germany*, *Switzerland*, *Gelderland*, and the North.

Monday, from *Hamburg* and the neighbouring provinces, in the afternoon.

Tuesday, from *France* and *Flanders* in the morning.

Wednesday, from *Italy*, *Germany*, and *Switzerland*, in the morning.

Thursday, from *Germany*, *Switzerland*, *Gelderland*, and the North, &c.

Friday, from *France*, *Flanders*, *Spain*, and *Portugal*, in the morning.

The *English* letters come twice a week, if the wind be favourable; but there is no fixt day for their coming.

R O T T E R D A M.

To Paris and France.

The post sets out *Mondays* and *Tuesdays* in the evening, and comes in *Tuesdays* and *Fridays* in the morning.

To England.

The post sets out *Tuesdays* and *Fridays*, but its coming is very uncertain because of the winds.

To Brabant and Flanders.

The post sets out *Tuesdays*, *Thursdays*, and *Fridays*

The GRAND TOUR.

days in the evening; and comes in *Tuesdays* and *Fridays* in the morning.

To all Germany, Prussia, Pomerania, Poland, Muscovy, Denmark, Sweden, Switzerland, and all Italy, &c.

The post sets out *Tuesdays* and *Fridays*, at half an hour after ten in the morning; and comes in on *Sundays* and *Thursdays* in the evening.

To Spain, Portugal, &c.

The post sets out on *Tuesdays*, *Thursdays*, and *Fridays*, franco to *Antwerp*.

To Hamburg.

The post sets out on *Mondays* and *Fridays*, franco to *Amsterdam*; and comes in on *Tuesdays* and *Saturdays*.

N. B. The post sets out every evening at eight to most of the towns in *Holland*, as *Haerlem*, *Leyden*, the *Hague*, *Delft*, *Gouda*, *Utrecht*, *Dort*, *Amsterdam*; as also to *Boisleduc* and *Breda*, at seven.

End of the FIRST VOLUME.



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